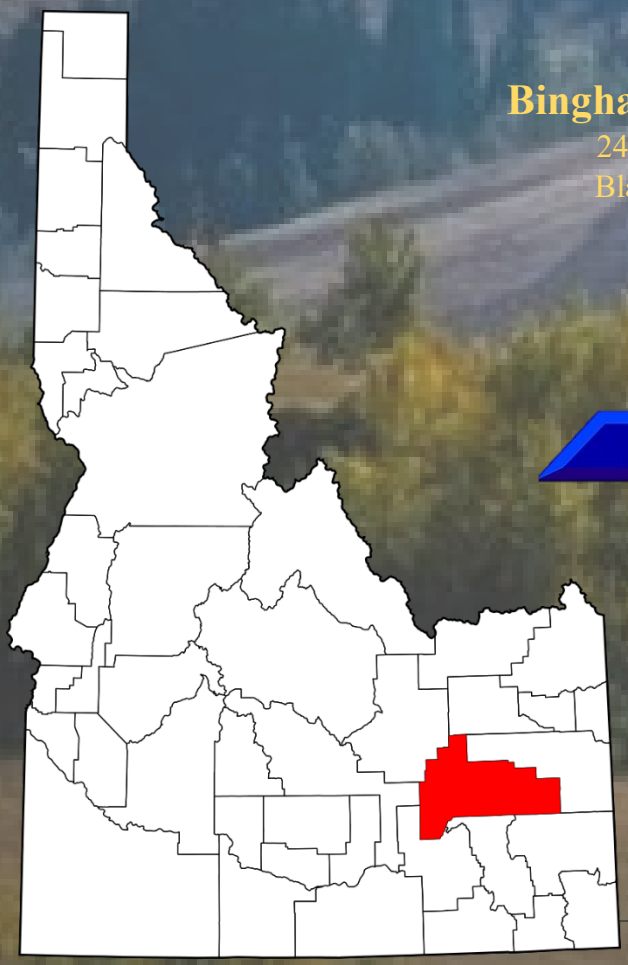
BINGHAM COUNTY TRANSPORTATION PLAN

Approved by Commissioners on September 14, 2022



2022

Bingham County, Idaho

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Blackfoot, ID 83221
(208) 782 3173

May 17, 2022

Harper-Leavitt Engineering
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Bingham County Road and Bridge Department
245 North 690 West
Blackfoot, ID 83221

RE: Bingham County Transportation Plan

This Plan is the product of a collaborative planning process with the Bingham County staff. The county and HLE Inc. collected transportation system data, identified improvement needs, prioritized projects for funding and participated in the progress meetings for the 2021 Transportation Plan.

The study is set up so that it can be used as a planning, development, and maintenance guide for the County for the foreseeable future. The format is set up so that current and future employees of the county can easily update the data contained herein.

Sincerely,

Renae G. Harding, P.E.
Senior Engineer
HLE, Inc.

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Chapter 1 Introduction

1.1. Bingham County

Bingham County has more than 1,228 miles of roads, 322 bridge structures of which there are 178 large bridges (with spans greater than 20 feet as of December 2021), 137 small bridges (with spans less than 20 feet as of December 2021). The county has four general aviation airports, transportation services for seniors and students, one freight railway, and increasing demands for bike and trail pathways. Although Bingham County does not financially support all of these vital services, it is involved in the coordination of all County transportation facilities.

Bingham County is in southeastern Idaho and is the typical rural Idaho County with an extensive agricultural tradition. Agriculture and food processing are the basic industries, and major employment is provided by services, trade, and government. The Idaho Department of Labor states that Bingham County has civilian labor force of 24,197, and unemployment rate of 2.3% and a Median Household Income (MHI) of $55,472 (Document attached in Appendix, data obtained from https://lmi.idaho.gov/region on December 8, 2021). Some of the major employers in the county are Basic American Foods; Nonpareil Corporation; Idaho Supreme Potatoes, Inc.; Blackfoot School District; State Hospital South; Bingham Healthcare; Premier Technology; Shoshone Bannock Tribes; Shoshone Bannock Gaming; Walmart; Spudnik Equipment Company; Wada Farms, Inc.; Thresher Wheat, Bingham Ag; and many other major agricultural, commercial, industrial businesses.

1.2. Shoshone Tribal Land

A portion of Fort Hall Indian Reservation lies within Bingham County, home to the Shoshone Bannock Tribe. The Reservation comprises nearly 544,000 acres over four counties. These counties include Bingham, Power, Bannock and Caribou Counties. Approximately 560 miles of roads serve the Reservation in the four counties.

The portion of the Fort Hall Reservation that lies within Bingham County is bounded by the Blackfoot River on the north, the Snake River on the west, the Bingham County line on the south and on the east by a line that is approximately one mile west of the township line between T 38E and T 39E. This territory is a small part of the land that was occupied for hundreds of years by the Shoshone and Bannock Tribes. The Fort Hall Reservation was established by treaty on July 2, 1863. The Shoshone Bannock Tribal Constitution and bylaws were adopted by the Tribe and approved by the Secretary of the Interior on April 30, 1936.

1.3. Transportation Planning

Overcoming the distance to markets and urban services requires a good transportation system. Sparse population means a larger-than-normal investment on a per capita basis. Idaho has 27,034 miles of improved roads in 2018, 70.3 percent of which were in rural counties. The larger number of road miles per capita and smaller number of vehicle registrations per capita for the rural counties creates a greater financial burden for rural Idahoans than their urban neighbors.

1.3.1. What is a Transportation Plan?

The Bingham County Master Transportation Plan is designed to be a decision-making tool that can be used to set transportation priorities. The plan reviews the location and condition of the existing traffic network system; the source and extent of any problems; the future transportation needs of the county; new regional, state, and federal transportation projects that could affect county transportation conditions; and strategies for meeting these transportation demands over the next 20 years.

Further, the plan is designed to be multipurpose. It is:

- Bingham County's Master Transportation Plan.
- A Capital Improvement Plan (CIP) useful for County budgeting.
- A state-required component of Bingham County's Comprehensive Plan.
- The foundation for the County's geographic information system (GIS).

Figure 1 - Project Location

1.3.2. Scope of Plan

A transportation master plan is essential in maintaining and providing cost-effective transportation services for County residents and businesses. Although it is not unusual to consider the road network as the transportation system, the actual system consists of many more facilities and responsibilities than just roads. Today, a transportation master plan must consider the demands of agriculture, businesses, commuters, recreationalists, and travelers to distribute funding efficiently to where the funds are most needed

Section 2 of the plan lays out the unique historical, physical, and demographic character of the County; existing and future growth patterns in the County; and the anticipated increases in Bingham County's population over the term. With this demographic information as a reference point, every aspect of the County's transportation network is analyzed including:

- Streets
- Bridges
- Pathways
- Public Transportation
- Railroads
- Emergency Services

Section 3 analyzes the existing and future issues of each transportation component. County transportation goals, objectives, and policies are provided to give elected officials, staff, and residents of the county guidelines for day-to-day decision-making.

In Section 4, a capital improvement plan (CIP) provides a five-year schedule of anticipated transportation network improvements. A chart and narrative present an easy-to-use overview of future projects, an essential element for good planning and budgeting.

1.4. Public Participation Process

Due to the Covid-19 pandemic public participation was very limited with outreach mainly from the posted agenda of the commissioner meetings in which the transportation plan update was a topic of discussion. The county plans to post the Transportation Plan update on the website so that it can be reviewed by anyone at any time. If anyone has any comments, they are able to call the public works director or the commissioners to discuss any items of the transportation plan. The document is set up to be a living document in which it is intended to be regularly updated as items arise, or circumstances change.

Chapter 2 History and Trends

2.1. Overview

Bingham County is in southeast Idaho, in the Upper Snake River Valley. It was established January 13, 1885, with its county seat at Blackfoot, from the east and north parts of Oneida County. Named by Territorial Governor William M. Bunn for his friend Henry Harrison Bingham, Pennsylvania Congressman. Fremont County was carved out of Bingham in 1893, Bonneville in 1911, Power in 1913, and Butte in 1917.

Bingham County is bordered by Bonneville County, Butte County, Blaine County, Power County, Bannock County, and Caribou Counties. Bingham County is generally level, with the Blackfoot Mountains rising to the east. The elevations of the towns are Shelley, 4,630 feet; Firth 4,572 feet; Basalt 4,594 feet; Blackfoot, 4,497 feet; Fort Hall, 4,448 feet; and Aberdeen, 4,400 feet. Lying entirely within the Snake River Plain, Bingham County has a high plateau, forming a wide intermountain belt in southern Idaho. The Blackfoot River and Snake River traverse the County in a north-south alignment and create challenges to east-west travel.

From its beginning, the history and financial stability of the County have been tied to its ability to provide adequate transportation. The first Caucasian settlers arrived in 1866 at Fort Hall, near the present site of Blackfoot. In 1880, the narrow-gauge railway from Ogden to Butte was completed to Blackfoot, making Blackfoot the principal supply point for the mines of Custer County. The stage and freight lines from Blackfoot to the Wood River and from Blackfoot to the Salmon River ran regularly from Blackfoot to Arco, Mackay, Challis, and other towns in Custer and Butte counties until the Union Pacific (UP) built a branch line to Arco in 1901.

2.2. County Rural and Urban Development Trends

The relationship between land use and transportation facilities is fundamental. The uses, densities, and intensities of land uses directly affect the need for and location of new roads, bridges, traffic signals, and freeway interchanges.

Understanding Bingham County's existing and 20-year economic and social profile is useful in planning for future growth and development.

2.2.1. 2020 U.S. Census

According to the 2020 U.S. Census, 47,992 people reside in Bingham County. Table 1 shows the census data for Bingham County as well as the State of Idaho. Table 3 shows the existing city, county, and Fort Hall populations and projections for 2000 to 2010, 2010 to 2020, and 2020 to 2030. Projected populations are based on historic growth rates and can be affected by the loss or gain of an industry. For this reason, annual review of significant population and settlement changes is recommended.

Table 1 - 2020 Census

	Bingham County	Idaho
Population, 2020	47,992	1,839,106
Population, percent change, 2010 to 2020	5.2%	17.3%
Percent aged 18 and over	69.4%	74.8%
Percent under the age of 18	30.6%	25.2%
Persons under the age 18	14,677	462,706
Persons aged 18 and over	33,315	1,376,400

(U.S. Census Bureau - https://www.census.gov/library/stories/state-by-state/idaho-population-change-between-census-decade.html, data pulled December 2, 2021)

Table 2 - Population by Square Mile

	1970	1980	1990	2000	2010	2020
Total	29,167	36.489	37,583	41,735	45,607	47,992
Per sq. mile	13.8	17.2	17.7	19.7	21.5	22.6

According to the Bingham County GIS parcel viewer, Bingham County is 2,120.1 square miles from data obtained on December 7, 2021 using attribute table (SF = 59,105,018,458.66).

Table 3 - Historic and Projected County Population

Community	2000 Population	2010 Population	%Change (2000 to 2010)	2020 Population	% Change (2010 to 2020)	Projected 2030 Population
Aberdeen	1,403	1,994	42.1%	1,756	-11.9%	532
Atomic City (Disincorporated in 2020)	25	26	4.0%	41	57.7%	13,132
Basalt	397	395	-0.5%	357	-9.6%	136
Blackfoot	9,721	12,014	23.6%	12,346	2.8%	16,276
Firth	424	480	13.2%	517	7.7%	1,118
Fort Hall CDP1	3,193	3,201	0.3%	3,195	-0.2%	3,136
Shelley	3,622	4,431	22.3%	4,785	8.0%	10,638
City Total:	18,785	22,541	20.0%	22,997	2.0%	44,967
Rest of County:	22,954	23,066	0.5%	24,995	8.4%	35,995
County Total:	41,739	45,607	9.3%	47,992	5.2%	80,962

Census data downloaded on December 2, 2021, from:
https://data.census.gov/cedsci/table?q=Bingham%20County,%20Idaho%20Populations%20and%20People&g=1600000US1600100,1603970,1605230,1607840,1627910,1628360,1673450&tid=DECENNIALPL2020.P1

Table 4 - Population Change (%), by Decade

	1970 to 1980	1980 to 1990	1990 to 2000	2000 to 2010	2010 to 2020
Population Change (%)	**25.1**	**3.0**	**11.0**	**9.3**	**5.2**

2.2.2. Workplace and Travel

The relationship between land development and transportation is critical when planning for future transportation facilities. The way land is utilized influences the need for and location of new transportation facilities. Bingham County is a large rural county with population of 47,992 in 2020, primarily agricultural, with the largest city being the City of Blackfoot containing 12,346 residents in 2020.

2.3. Land Use Distribution

The Bingham County Planning and Zoning Department completed a comprehensive plan in 2018 for the county. Figure 2 is an overview map of the comprehensive plan. Please refer to the Bingham County Planning and Zoning webpage/department for the most recent version of the comprehensive plan.

https://www.co.bingham.id.us/planning_zoning/planning_zoning.html

Bingham_Comp_Plan

Zone

- Natural Resource Area/Agriculture
- Multi_Use
- Industrial/Commercial
- Residential/Residential Agriculture
- <all other values>
- Bingham_Roads

N

0 1.25 2.5 5 Miles

Bingham County Comprehensive Plan
January 4th 2021

2.4. Geographic Information Systems (GIS)

An important component of the Master Transportation Plan is the conversion of existing digital county maps to a Geographic Information System (GIS) format and continuing to update the completed GIS files. GIS is a computer technology that links visual maps and data. Additionally, GIS software offers the ability to search for and quickly find information about mapped features, conduct in-depth statistical analysis on mapped features, and generate reports. For example, a simple map can show the location of roads maintained by the county. In GIS you not only see the location of the roads, but you can also record and quickly retrieve information about individual roads such as width, number of lanes, classification, condition, maintenance history, and other information that will help maintain the road. Additionally, GIS allows asking such questions as: which roads currently have a poor condition and calculate the surface area to repair so that a budget can be quickly estimated or, show all the signs visually obstructed by tree growth to efficiently plan our maintenance routes. The uses of GIS are seemingly endless. All county infrastructure can be recorded in GIS and the GIS will greatly assist in the maintenance of such infrastructure. Roads, signs, culverts, land use planning, public safety, E-911, and bridges are just some of the areas in which GIS can assist. GIS records inventory, identifies risk or liability problems, provides operations and maintenance direction, and helps establish budgets. If carefully planned and implemented, GIS can become a powerful infrastructure management tool.

The process was started in 2001 when the county paid an engineering firm to convert the digital files to GIS format. Currently, the following Bingham County departments utilize the GIS mapping that has been developed: Appraisers, Assessors, Clerks, Commissioners, Elections, Planning and Zoning, the Treasurers Offices, Public Works, and Road and Bridge. The county looks forward to building and developing these maps over time.

In addition to the newly positioned maps, database structures will accompany each mapped layer. These structures will eventually house attribute information on each mapped feature-sign type, size, condition, etc. The County will need to establish a schedule and procedures for quickly populating the GIS databases.

Chapter 3 Transportation System Network

As a rural county with dense population locations, Bingham County has the peculiar condition where both long distance and short distance transportation is needed for various demands. In this section, we will explain the existing conditions of all modes of transportation with any recommendations for improvement, future projects or plans to maintain good conditions, and any important information that would help with developing those recommendations and plans.

3.1. Roadway Network

3.1.1. Existing Conditions

3.1.1.1. Bingham County

Bingham County can be accessed from the northwest by Highway 26. The southern access to Bannock county is provided by I-15 and Highway 91.

The Idaho Transportation Department (ITD) maintains I-15, SH 26, SH 39, and SH 91. Bingham County maintains all roads outside of city boundaries and roads maintained by the ITD as stated above. The roads inside of city boundaries are maintained by the corresponding city.

3.1.1.2. Maintenance

An efficient way to manage maintenance of paved roads is to continually measure the pavement condition in identifiable segments as often as the budget permits. In preparing this update, each segment of paved roadway was reevaluated and given a rating on the Pavement Condition Index (PCI) which gives a segment of road a value between 0 and 100. Each PCI rating falls within a range of maintenance intensity shown in Table 5 below. The maintenance goal would be to perform whatever maintenance required to keep all roads above a specific pavement condition value set by the county. The PCI value assigned to each segment from the evaluation can be found in Table 32 in Appendix A: Road Inventory. Table 5 - Recommended Maintenance by PCI Rating shows the recommended PCI value categories and related recommended maintenance method.

Table 5 - Recommended Maintenance by PCI Rating

PCI	Recommended Maintenance
100-85	No Maintenance Required
85-65	Crack Seal, Chip Seal, Normal Maintenance
65-30	Surface Overlay/Rehabilitation
Under 30	Full Depth Reconstruction

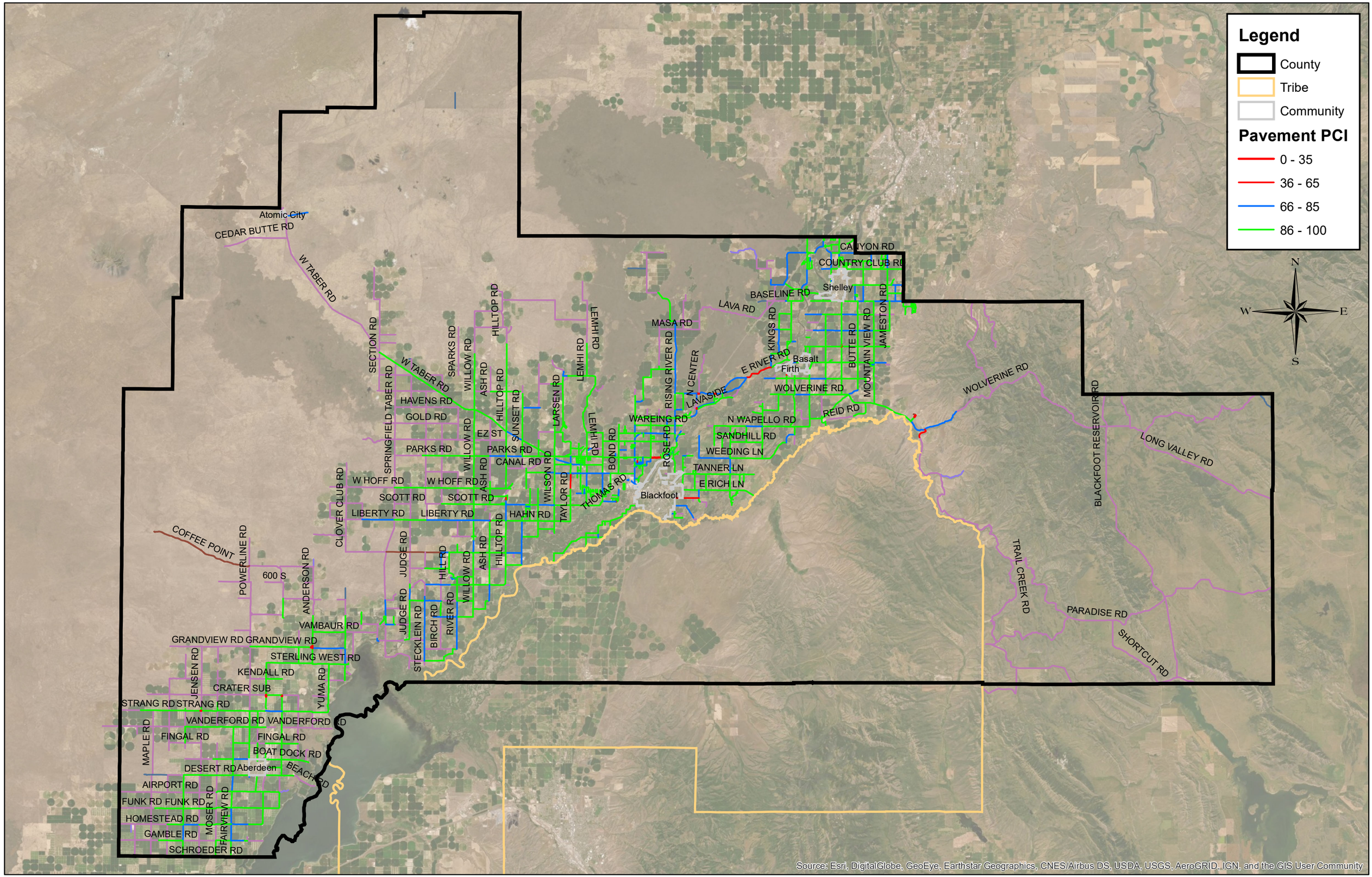

Legend
County
Tribe
Community
Pavement PCI
0 - 35
36 - 65
66 - 85
86 - 100
N
W
E
S
Atomic City
CEDAR BUTTE RD
W TABER RD
SECTION RD
SPRINGFIELD TABER RD
HAVENS RD
GOLD RD
PARKS RD
W HOFF RD
SCOTT RD
LIBERTY RD
SPARKS RD
WILLOW RD
ASH RD
HILLTOP RD
SUNSET RD
EZ ST
CANAL RD
CLOVER CLUB RD
LARSEN RD
LEMHI RD
BOND RD
WILSON RD
TAYLOR RD
THOMAS RD
HAHN RD
JUDGE RD
HILL RD
RIVER RD
STECKLEIN RD
BIRCH RD
COFFEE POINT
POWERLINE RD
600 S
ANDERSON RD
VAMBAUR RD
GRANDVIEW RD
STERLING WEST RD
KENDALL RD
CRATER SUB
JENSEN RD
YUMA RD
STRANG RD
VANDERFORD RD
FINGAL RD
BOAT DOCK RD
MAPLE RD
DESERT RD
Aberdeen
BEACH RD
AIRPORT RD
FUNK RD
HOMESTEAD RD
GAMBLE RD
SCHROEDER RD
MOSER RD
FAIRVIEW RD
MASA RD
RISING RIVER RD
N CENTER
ROSER RD
WAREING RD
LAVA RD
BASELINE RD
Shelley
CANYON RD
COUNTRY CLUB RD
KINGS RD
E RIVER RD
Basalt
Firth
LAVASIDE
WOLVERINE RD
N WAPELLO RD
SANDHILL RD
WEEDING LN
TANNER LN
E RICH LN
Blackfoot
REID RD
BUTTE RD
MOUNTAIN VIEW RD
JAMESTON RD
WOLVERINE RD
LONG VALLEY RD
BLACKFOOT RESERVOIR RD
TRAIL CREEK RD
PARADISE RD
SHORTCUT RD
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Table 6 - PCI Summary

Rating Level	Miles of Paved Road
86-100	517.4
65-85	136
36-65	5.2
0-33	0.2
Total	658.8

Table 7 - Segments with a PCI Rating of 65 or Lower

LINK NO.	ROAD NAME	Nearby City	Functional Classification	PCI
839	MERKLEY LN	BLACKFOOT	Minor Collector	65
2504	IDAHO RD	FIRTH	Local	65
2670	MITCHELL LN	BLACKFOOT	Local	65
3580	MERKLEY LN	BLACKFOOT	Local	65
1780	TAYLOR RD	BLACKFOOT	Local	63
2020	SECOND ST	BLACKFOOT	Local	60
2668	MITCHELL LN	BLACKFOOT	Major Collector	60
3784	BLACKFOOT RIVER RD	FIRTH	Local	60
2669	MITCHELL LN	BLACKFOOT	Local	59
1749	HILLTOP RD	BLACKFOOT	Major Collector	57
2155	E RIVER RD	FIRTH	Major Collector	49
3648	MORELAND PIT RD	BLACKFOOT	Local	45

The County has implemented a seven-year rotation for seal coating the paved roads. To maintain this schedule, the County must sealcoat 94 to 95 miles of road each year and have the necessary equipment and manpower available to undertake the workload. (See Appendix A: Road Inventory) Additional maintenance of the paved roads includes mowing weeds that grow on the shoulders and fore slopes at least once per year. The County has a target of mowing shoulders along all paved roads twice each year. Unpaved roads are maintained by grading a maximum of twice a year when requested, except for the mountain roads in the eastern portion of the County. The weeds are mowed along the shoulders a minimum of once per year. Additional gravel is placed on the roads when needed. As the County continues to develop, the citizens are building on gravel roads and then requesting that their road be paved. The agriculture equipment is becoming more and more costly to operate; there has been a push to pave more and more gravel roads for them. The county would like to convert gravel roads to pavement; however, their first priority has to be maintaining its existing pavement inventory.

Reconstruction of County roads is most often undertaken to widen the existing road surface. This is typically accomplished by widening the shoulders and overlaying the entire road surface. Occasionally reconstruction is performed to correct a deteriorated roadway, horizontal or vertical geometric problems that result in sight distance deficiencies or other roadway safety issues.

3.1.1.2.1. Maintenance Recommendations

It is recommended, as a generic statement, to schedule maintenance to all paved roads with priority to the lowest PCI ratings after identifying the best maintenance treatment to efficiently prolong the life of the road. This recommendation combined with the maintenance of any exceptions including severe potholes, deformations, or any other localized failure on a road that would otherwise result in a high PCI rating. As for all other road surface types, it is recommended to continue their current maintenance plans.

3.1.1.3. Shoshone Bannock Tribal Land

The roadways within the Shoshone Bannock Tribes land are contained within Bingham, Bannock, and Power Counties. The roadways within Tribal land in Bingham County are maintained by multiple agencies: the Shoshone Bannock Tribes, the Bureau of Indian Affairs (BIA), the State of Idaho, Bingham County, Bannock County, and Power County.

3.1.2. Future Conditions

Roadways will need to be properly maintained to have good roadways in the future. This involves having a budget capable of meeting the required roadway maintenance as well as bring failing roads up to current standards and conditions that provide safe travel. Proposed changes to the road network are discussed in Section 4 of this document, which describes capital improvement projects.

3.1.2.1. Maintenance

Currently Bingham County provides a quality performance of operation and maintenance of the County roadway system while meeting a budget of accountability and transparency to the residents of Bingham County. The County keeps track of pavement inventory of the roadway classification, surface condition, traffic level, and develops a list for any required corrective action of items that are deficient. The intent of a pavement management system is to keep the roads in good condition and to use maintenance funds efficiently.

Since the County has over 550 miles of unpaved roads, dust abatement is an important maintenance item. A suggested resource is: "LHTAC, The Manual for Managing Dust on Unpaved Roads for the Local Highway Jurisdictions of Idaho," March 2001 and ‘FHWA’s “Unpaved Road Dust Management,” 2013.

3.1.2.2. Shoshone Bannock Tribal Land

While Federal appropriations for road maintenance have been declining, funding for road construction is still available from Federal agencies. This situation places the Tribe and the Bureau of Indian Affairs (BIA) in a difficult position. If new roads are constructed, the already insufficient maintenance funds will be stretched even further where the new roads are needed. New sources of funding for maintenance must be developed. The Tribe has a long-term goal of bringing all roads under tribal jurisdiction, but this process cannot begin without adequate maintenance funding. Also, maintenance and access agreements between the Tribe and neighboring counties must be reached concerning roads that cross the reservation and that are important to the County Road network.

3.1.3. Municipalities Transportation Plans

There are multiple agencies within Bingham County that may complete their own plans relating to their agency, such as City of Blackfoot, City of Shelley, City of Firth, City of Basalt, and City of Aberdeen transportation plan. Each city might also have a separate planning and zoning plan for the respective city. We encourage coordination of transportation and planning and zoning so the county can address roadway needs as well as any development that may benefit both agencies.

3.1.3.1. Blackfoot Transportation Plan

A separate transportation plan for the City of Blackfoot is currently being completed and coordination with the City of Blackfoot is ongoing. It is recommended to refer to the City of Blackfoot website for access to their transportation plan when completed (www.cityofblackfoot.org).

3.2. Functional Classification System

3.2.1. Existing Conditions

Bingham County is a rural Idaho county area with cluster populations at the cities within the county. The roadway network provides a necessary service to both the needs of the urban and rural areas. The Functional Classification Map for Bingham County is maintained by the Idaho Transportation Department (ITD) with the participation of Bingham County, the Shoshone Bannock Tribes, and the cities within the County. The functional classification system categorizes streets according to factors of access, mobility, roadway width, and traffic volumes. It divides roadways into principal arterials for primary movement, minor arterials, collectors, and local roads (see Table 8, Table 9, and Table 10 for details).

Counties and cities develop roadway functional classifications in coordination with ITD, an essential ingredient in requesting funds from state and federal agencies for road improvements. These official maps are published every five years. The County can request periodic changes to this map depending upon land use changes, traffic fluctuations, or the process of planning the county's future. Note: See Table 32 in the Appendix for a by-road classified list of Bingham County roads. Figure 4 shows the location and classification of all roads in Bingham County.

Table 8 - Relationship between Functional Classification and Travel Characteristics (FHWA Handbook Table 2-1)

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance between Routes	Usage (ADT)	Significance	Number of Travel Lanes
Arterial	Longest	Few	Highest	Longest	Highest	Statewide	More
Collector	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

Table 9 - FHWA Highway Functional Classification Concepts, Criteria and Procedures, Table 3-5: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

	Arterials			
	Interstate	**Other Freeways & Expressway**	**Other Principal Arterial**	**Minor Arterial**
Typical Characteristics				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT[1] (Rural)	12,000 - 34,000	4,000 - 18,500[2]	2,000 - 8,500[2]	1,500 - 6,000
AADT[1] (Urban)	35,000 - 129,000	13,000 - 55,000[2]	7,000 – 27,000[2]	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)[1]				
Rural System				
Mileage Extent for Rural States[2]	1% - 3%	0% - 2%	2% - 6%	2% - 6%
Mileage Extent for Urban States	1% - 2%	0% - 2%	2% - 5%	3% - 7%
Mileage Extent for All States	1% - 2%	0% - 2%	2% - 6%	3% - 7%
VMT Extent for Rural States[2]	18% - 38%	0% - 7%	15% - 31%	9% - 20%
VMT Extent for Urban States	18% - 34%	0% - 8%	12% - 29%	12% - 19%
VMT Extent for All States	20% - 38%	0% - 8%	14% - 30%	11% - 20%
Urban System				
Mileage Extent for Rural States[2]	1% - 3%	0% - 2%	4% - 9%	7% - 14%
Mileage Extent for Urban States	1% - 2%	0% - 2%	4% - 5%	7% - 12%
Mileage Extent for All States	1% - 3%	0% - 2%	4% - 5%	7% - 114%
VMT Extent for Rural States[2]	17% - 31%	0% - 12%	16% - 33%	14% - 27%
VMT Extent for Urban States	17% - 30%	3% - 18%	17% - 29%	15% - 22%
VMT Extent for All States	17% - 31%	0% - 17%	16% - 31%	14% - 25%
Qualitative Description (Urban)	• Serve major activity centers, highest traffic volume corridors, and longest trip demands • Carry high proportion of total urban travel on minimum of mileage • Interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban area and movements through the urban area • Serve demand for intra-area travel between the central business district and outlying residential areas			• Interconnect with and augment the principal arterials • Serve trips of moderate length at a somewhat lower level of travel mobility than principal arterials • Distribute traffic to smaller geographic areas than those served by principal arterials • Provide more land access than principal arterials without penetrating identifiable neighborhoods • Provide urban connections for rural collectors
Qualitative Description (Rural)	• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel • Serve all or nearly all urbanized areas and a large majority of urban clusters areas with 25,000 and over population • Provide an integrated network of continuous routes without stub connections (dead ends)			• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service • Spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an arterial roadway Provide service to corridors with trip lengths and travel density greater than those served by rural collectors and local roads and with relatively high travel speeds and minimum interference to through movement

1- *Ranges in this table are derived from 2011 HPMS data.*

2- *For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.*

Table 10 - FHWA Highway Functional Classification Concepts, Criteria and Procedures, Table 3-6: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

	Collectors		Local
	Major Collector[2]	Minor Collector[2]	
Typical Characteristics			
Lane Width	10 feet - 12 feet	10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet	0 feet	0 feet
Outside Shoulder Width	1 feet - 6 feet	1 feet - 4 feet	0 feet - 2 feet
AADT[1] (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT[1] (Urban)	1,100 - 6,300[2]		80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)[1]			
Rural System			
Mileage Extent for Rural States[3]	8% - 19%	3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%	5% - 13%	66% - 74%
Mileage Extent for All States	9% - 19%	4% - 15%	64% - 75%
VMT Extent for Rural States[3]	10% - 23%	1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%	3% - 10%	7% - 20%
VMT Extent for All States	12% - 23%	2% - 9%	8% - 23%
Urban System			
Mileage Extent for Rural States[3]	3% - 16%	3% - 16%[2]	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13%[2]	67% - 76%
Mileage Extent for All States	7% - 15%	7% - 15%[2]	63% - 75%
VMT Extent for Rural States[3]	2% - 13%	2% - 12%[2]	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13%[2]	6% - 24%
VMT Extent for All States	5% - 13%	5% - 13%[2]	6% - 25%
Qualitative Description (Urban)	• Serve both land access and traffic circulation in higher density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for significant distances • Distribute and channel trips between local streets and arterials, usually over a distance of greater than three-quarters of a mile	• Serve both land access and traffic circulation in lower density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often only for a short distance • Distribute and channel trips between local streets and arterials, usually over a distance of less than three-quarters of a mile	• Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement
Qualitative Description (Rural)	• Provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks, important mining and agricultural areas • Link these places with nearby larger towns and cities or with arterial routes • Serve the most important intra-county travel corridors	• Be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within reasonable distance of a minor collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands	• Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the arterial and collectors systems

1- Ranges in this table are derived from 2011 HPMS data.

2- Information for Urban Major and Minor Collectors is approximate, based on a small number of States reporting.

3- For this table, Rural States are defined as those with a maximum of 75 percent of their population in urban centers.

Source: [2013_FHWA_FC_Guidelines.pdf (penndot.gov)]

3.1.3.2. Interstate

Interstate 15 bisects Bingham County and the Blackfoot Area from approximately 1200 South to 1600 North. Interstates, which are a specialized class of arterial, do not allow random access and present a barrier to local roads or collectors as they meet the freeway. The freeway is maintained by ITD and carries goods and people north/south through the County. Often, it provides a quicker travel time for local trips. For example, a motorist traveling from Shelley to Blackfoot may choose to take the freeway as opposed to U.S. 91 due to the higher travel speeds and the restricted access.

3.1.3.3. Principal Arterials

Minimum width of right-of-way: 120 feet.

Within Bingham County there are only two roadways classified as principal arterials. U.S. Hwy 26 provides a connection between Blackfoot and locations further east including Arco and the INL. U.S. Hwy 20 travels east-west through the northern "panhandle" of Bingham County. Most of the traffic on U.S. Hwy 20 is passing through the County between the INL and Idaho Falls. SH-39 from U.S. Hwy 26 to N 740 W road is classified as a principal arterial. The Idaho Transportation Department maintains both principal arterials in Bingham County.

3.1.3.4. Minor Arterials

Recommended width of right-of-way: 80 feet.

There are a few roadways in the County classified as a minor arterial. SH-39 is a minor arterial which carries traffic from American Falls to Blackfoot, traveling around American Falls Reservoir and through the City of Aberdeen. Groveland and Rose Roads are minor arterial which carry traffic to/from Groveland and Rose and provides access to/from I-15 and SH-39. River Road is a minor arterial that provides access from I-15 to SH-91 and/or access from Rose area to the Firth area. These routes serve the County as a route for agricultural traffic during the high use fall harvest seasons and carries more commuter traffic as it nears the residentially developed areas. Each of these routes would be used as a bypass for a highway or interstate if needed.

3.1.3.5. Major/Minor Collectors

Recommended width of right-of-way for a major collector is 70-feet and a minor collector 60-feet.

Several roadways are classified as major collectors. U.S. Hwy 91 essentially parallels the Interstate carrying traffic north/south through the County, west of the Fort Hall Indian Reservation. It is classified, officially, as a major collector and is maintained by ITD. Hwy 91 passes under I-15 east of the Fort Hall Reservation. From there it continues in a northeast direction connecting the communities of Fort Hall, Blackfoot, Firth, Basalt, and Shelley providing a direct route to Idaho Falls. Eleven miles south of Fort Hall on U.S. Hwy 91 lies Pocatello. These routes function as a minor arterial in the County for many of the major population centers in the area.

The Fort Hall Indian Reservation, southeast of Blackfoot, also has one major collector, Lincoln Creek Road. This is the major road within the reservation and provides access to the reservation. It travels through the reservation and provides recreational access from Blackfoot to the Blackfoot Reservoir and the local mountains for recreational and ranching access.

The major and minor collectors in the Aberdeen area, west of the American Falls Reservoir are spaced for access to the agricultural land and connections to SH-39. Ferry Butte Road, a major collector, crosses the Snake River and connects SH-39 to U.S. Hwy 91 south of Blackfoot (within Fort Hall area).

West of the Blackfoot Area are several north/south major collectors, including Hill Top Road, the Springfield Taber Road, and Moreland Road. Wilson Road is a north/south minor collector. These roads all provide a connection between U.S. Hwy 26 and SH-39. Parks Road, Hoff Road, and Liberty Road are all east/west collectors in this area. Taber Road, which

parallels U.S. Hwy 26 is also a major collector. Thomas Road, which also parallels SH-39 and runs east/west near Blackfoot, is also a minor collector.

Several collectors serve the area in the north County around Firth and Shelley. These roads form a grid pattern, as best as possible, avoiding the physical obstacles of the Interstate and the Snake River. The east/west major collectors are Wolverine Road, Goshen Road, Shelley West River Road, and Taylor Road. The north/south major collectors are Sugar Factory Road, West River Road, and New Sweden Road. New Sweden Road has the highest average daily traffic on any road in the County that is under the jurisdiction of Bingham County.

In the western portion of the County, outside the Fort Hall Indian Reservation, is a mountainous area is served by Sellars Creek Road and Bone Road (both minor collectors), and also by one major collector, Long Valley Road. These collectors are primarily used for recreation, livestock, and farming access.

3.1.3.6. Local Roads

Local streets: Minimum width of right-of-way: 50 feet

Private roads: 20-foot easement for up to 2 homes and 50-foot easement for up to 4 homes.

Local road classification accounts for the largest percent of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land.

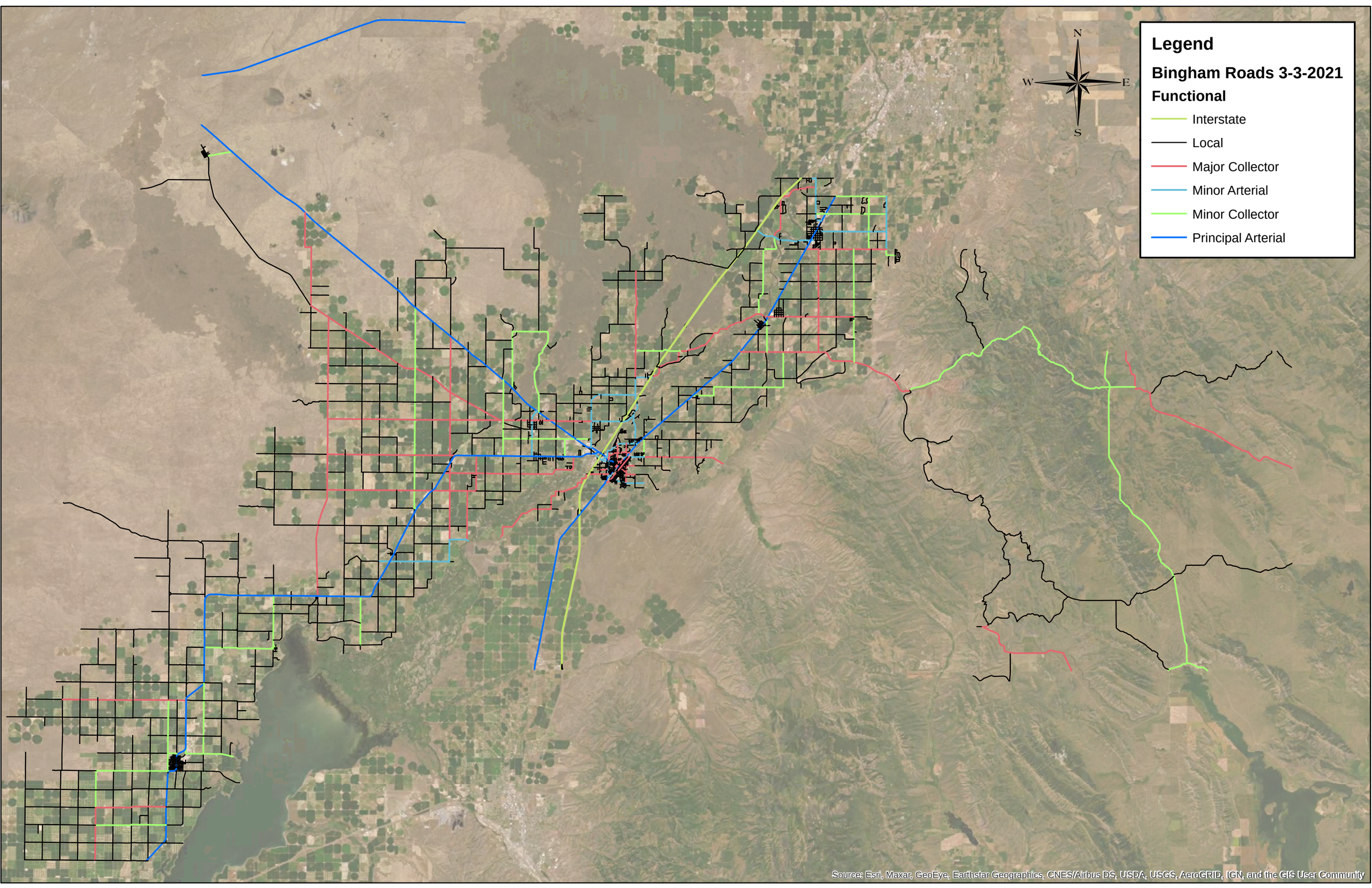
3.2.2. Future Conditions

Traffic volumes in Bingham County are generally light enough to provide exceptional levels of service on the existing roadways. One area of concern for both Blackfoot and the Bingham County has been the congestion within Blackfoot near the freeway interchange and the intersection of U.S. Hwy 26. This interchange is on the 1-15 business loop. This congestion is apparent at the signalized intersection of Bergener/Parkway intersection in Blackfoot.

One suggested solution to relieve this congestion is to create a bypass route (the East-West Alternate Route) for motorists that would connect U.S. Hwy 26 with U.S. Hwy 91 north of Blackfoot. This route will need to cross both the Snake River and Interstate 1-15. The most logical crossing of the interstate would be at the Rose-Firth interchange which was recently completed by ITD. The east side of this connection would cross the Snake River and intersect with U.S. Hwy 91 at some location. The western connection would be to U.S. Hwy 26.

It is recommended that this option be investigated as a viable solution to start planning for the finalized route. As development occurs the county can secure right of way for the bypass route and seek funding as there would be major improvements required for this bypass route including an expensive river bridge.

Figure 4 - Overview of Existing Functional Classification of Roads


N
W
E
S
Legend
Bingham Roads 3-3-2021
Functional
Interstate
Local
Major Collector
Minor Arterial
Minor Collector
Principal Arterial
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

In Figure 4 shows the recommended changes to the Bingham County Functional Classification Map include the following segments: (78 Segments in Total)

Table 11 - Recommended Functional Classification Changes

LINK NO	ROAD NAME	Length	ADT	Projected AADT	Existing Funct. Classification	Future Funct. Classification	Proposed Classification
2808	CINDER BUTTE RD	1.00	655	799	Local	Minor Collector	Minor Collector
2415	COUNTRY CLUB RD	0.59	846	1032	Local	Minor Collector	Minor Collector
2416	COUNTRY CLUB RD	0.50	846	1032	Local	Minor Collector	Minor Collector
3250	COUNTRY CLUB RD	0.11	846	1032	Local	Minor Collector	Minor Collector
2402	JAMESTON RD	1.00	846	1032	Local	Minor Collector	Minor Collector
2401	JAMESTON RD	0.83	846	1032	Local	Minor Collector	Minor Collector
839	MERKLEY LN	0.15	1520	1855	Minor Collector	Major Collector	Major Collector
3580	MERKLEY LN	0.16	1520	1855	Local	Major Collector	Major Collector
2580	MERKLEY LN	0.09	1520	1855	Minor Collector	Major Collector	Major Collector
3579	MERKLEY LN	0.75	1520	1855	Minor Collector	Major Collector	Major Collector
3739	N COUNTY LINE RD	0.33	803	980	Local	Minor Collector	Minor Collector
1790	PIONEER RD	0.03	2131	2600	Local	Major Collector	Major Collector
1791	PIONEER RD	0.18	2131	2600	Minor Collector	Major Collector	Major Collector
1798	PIONEER RD	0.38	2131	2600	Minor Collector	Major Collector	Major Collector
1799	PIONEER RD	0.98	2131	2600	Minor Collector	Major Collector	Major Collector
2335	PIONEER RD	0.50	2131	2600	Local	Major Collector	Major Collector
1788	PIONEER RD	1.01	2131	2600	Minor Collector	Major Collector	Major Collector
1800	PIONEER RD	0.50	2131	2600	Minor Collector	Major Collector	Major Collector
1781	PIONEER RD	0.01	2131	2600	Minor Collector	Major Collector	Major Collector
1789	PIONEER RD	0.41	2131	2600	Minor Collector	Major Collector	Major Collector
2334	PIONEER RD	1.26	2131	2600	Local	Major Collector	Major Collector
1802	PIONEER RD	0.12	2131	2600	Minor Collector	Major Collector	Major Collector
1801	PIONEER RD	0.50	2131	2600	Minor Collector	Major Collector	Major Collector
1805	PIONEER RD	0.73	2131	2600	Minor Collector	Major Collector	Major Collector
1807	PIONEER RD	0.15	2131	2600	Local	Major Collector	Major Collector
3177	S RIVERTON RD	0.40	668	815	Local	Minor Collector	Minor Collector
3421	SHELLEY W RIVER RD	0.04	2448	2987	Local	Major Collector	Major Collector
3128	WEEDING LN	1.89	513	626	Local	Minor Collector	Minor Collector
2250	WEEDING LN	0.88	513	626	Local	Minor Collector	Minor Collector
2252	WEEDING LN	0.46	513	626	Local	Minor Collector	Minor Collector
3129	WEEDING LN	2.00	513	626	Local	Minor Collector	Minor Collector
2251	WEEDING LN	1.54	513	626	Local	Minor Collector	Minor Collector
1937	WILSON RD	0.77	1300	1586	Minor Collector	Major Collector	Major Collector
1786	WILSON RD	0.38	1300	1586	Minor Collector	Major Collector	Major Collector
1787	WILSON RD	0.04	1300	1586	Minor Collector	Major Collector	Major Collector
1938	WILSON RD	1.52	1300	1586	Minor Collector	Major Collector	Major Collector
1939	WILSON RD	0.12	1300	1586	Minor Collector	Major Collector	Major Collector
3339	WILSON RD	0.50	1300	1586	Minor Collector	Major Collector	Major Collector
2339	WILSON RD	0.98	1300	1586	Minor Collector	Major Collector	Major Collector
3163	WOODVILLE RD	1.20	834	1018	Local	Minor Collector	Minor Collector
2809	WOODVILLE RD	0.20	834	1018	Local	Minor Collector	Minor Collector

3.3. Traffic Volumes

3.3.1. Existing Conditions

Average Daily Traffic (ADT) volumes have been provided by the Bingham County Public Works Department (Table 32). The Public Works Department has an extensive program for collecting data and traffic volumes on the roadways under County jurisdiction. Traffic volumes are collected periodically on the major County roads. This can provide an excellent

evaluation of the roadway use. The current traffic volumes on county road that counts have been completed are available upon request.

3.3.2. Future Conditions

The County will need to continue to look at the areas that are being developed and determine any increased traffic volumes from the anticipated development and determine how to properly plan for the increased traffic volumes. There may be a traffic impact study that will need to be completed as part of a new development to help the County properly plan for the new/increase in volume of traffic on the roadways. It is recommended the County continue to complete annual traffic counts on roadways to frequently gauge the traffic volumes on the roadways, if they are increasing and, if so, why.

3.4. Access Management

3.4.1. Mobility Vs. Access

Roadways function for both mobility of the public and accessibility to adjacent properties. Both functions are important, but roadways are designed with differing emphasis on each function.

Access is the primary function of **local roads**. A local road is more important for providing access than providing mobility. Travel speeds are expected to be low and accesses are permitted. A cul-de-sac road is an extreme example where access to the properties is the major function and speeds are relatively low. Table 11 above provides a synopsis of how road access and movement are interrelated.

An **arterial** is designed to carry more traffic at higher speeds. Mobility is paramount, and the roadway's function of access is minimized. To operate properly an arterial must be planned and designed for its primary function: mobility. This necessitates the restriction of access along the arterial and the design in accordance with higher speeds

Collector roads provide the bridge between the local road and arterials. A collector road should allow controlled access under specific restrictions. Where speeds on an arterial may be 55 to 65 m.p.h., the speeds on a collector should be from 25 to 55 m.p.h. depending upon the surrounding land use. A collector road should not be continuous for more than a few miles to discourage high speeds and the use of the route as an arterial. The policy of functional design was first adopted by the American Association of State Highway and Transportation Officials (AASHTO) in 1984. For the hierarchy of arterials, collectors, and local roads to work correctly, the accesses must be managed according to the functional classification of the roadway.

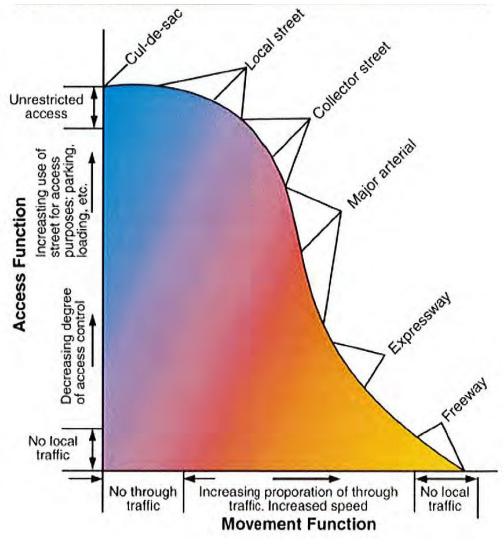


Figure 5 - Access Spacing Graph

Traffic engineers have long recognized that the elimination of unexpected events and the separation of decision points simplify the driving task. Because access control reduces the variety and spacing of events to which the driver must respond, it should result in improved traffic operations and reduced accident experience.

For both night and daytime conditions, the chances of being involved in an accident are minimized when the vehicle is traveling near the average speed of traffic. Studies have shown that 65 percent of the vehicles involved in rear-end collisions involved automobiles with speed differentials greater than 10 m.p.h. Each access to an arterial or collector road offers opportunities to increase the speed differential and consequently increase the chances of an accident.

Within Idaho, arterials are commonly spaced at a minimum of one-mile intervals or on the section lines. Locating the collector roads at uniform half section spacing, where topography allows, will benefit the potential, future signal progression.

3.2.1.1. Access Spacing

Refer to the Bingham County Approach Spacing Standards, the 2021 version is included in the appendices that will be effective January 1, 2022.

3.2.1.2. Corner Clearance

Corner clearance is the distance from an intersection to the nearest access (public or private) upstream or downstream from the intersection.

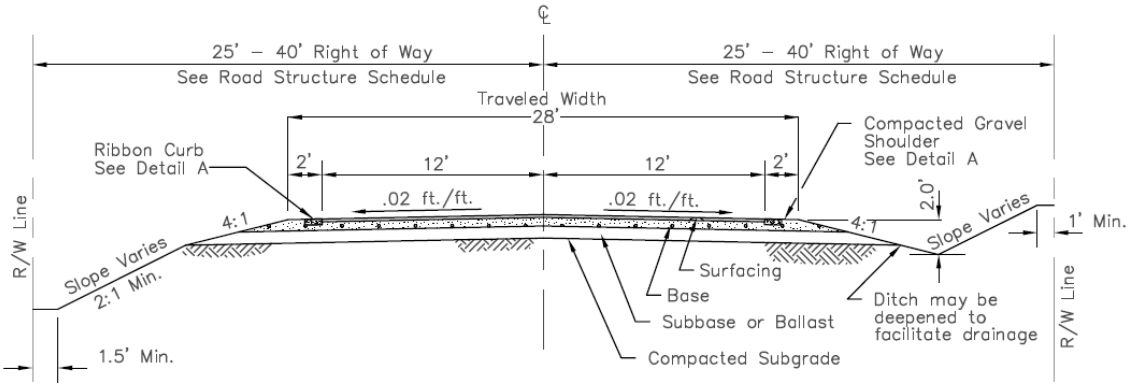
No access should be permitted to an arterial street within the approach area of a signalized intersection. Minimal corner clearance on the approach of a signalized intersection should allow for the following conditions:

- Right-turn ingress and egress movements should not interfere with right turns at the downstream signalized intersection.
- Left-turn ingress and/or egress movements to and from the unsignalized access should not interfere with left turns at the signalized intersection.
- A through or turning vehicle will clear the intersection before having to be concerned with downstream access.

3.5. Development Standards

3.5.1. Existing Conditions

Bingham County has implemented a development agreement policy that requires privately constructed roads to become public roads upon completion. The purpose of the policy is to protect the public investment in the road network and to provide for safe and efficient traffic circulation. The development policy requires minimum-standard street construction in new developments. The County has adopted the Idaho Transportation Department "Standard Specifications for Highway Construction" as the minimum standard for construction. Figure 6 below shows Bingham County’s Road standards as found in the Bingham County Road Standard Manual.



TYPICAL RURAL ROAD SECTION

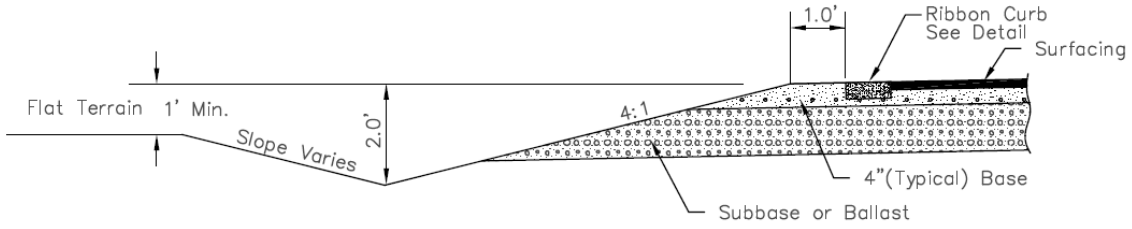
N.T.S.

ROAD STRUCTURE SCHEDULE

Class of Road	Subbase or Ballast	Base Course	Plant Mix Pavement	Traveled Width	Right of Way Width (FT)
Arterial	18"	4"	3"	28'	80
Major Collector	18"	4"	3"	28'	70
Collector	18"	4"	3"	28'	60
Local Residential	12"	4"	2 1/2"	28'	50

Road Structure Sections may vary. Changes to these Section requirements may be based on a Geotechnical Report prepared by a Registered Professional Engineer, or match existing whichever is greater.

1. Road Structure Schedule based on ITD method using "R" Value of 35. If subgrade has an "R" Value less than this Value, submit an alternate section design prepared by a Registered Professional Engineer.
2. Plant Mix Pavement required on designated routes only. However when Gravel surfacing is utilized, Base will be increased to 6".
3. All road construction testing must conform with the current ISPWC (Idaho Standards for Public Works Construction)



DETAIL A

N.T.S.

BINGHAM COUNTY, IDAHO

Revised
7–09–2019

Figure 6 - Typical County Road Section Detail

A complete set of appropriate street, water, and drainage improvement plans are filed with the County and must be approved, before construction begins. The developer must provide the County a 15-day advance written notice of construction work to allow the County adequate opportunity to inspect the work. Construction of planned utility and street improvements must be completed within two years of the execution of the development agreement, or when houses are built on 50 percent or more of the lots, whichever comes first. The County may require financial assurance in the form of an escrow holding account, or a similar arrangement, that will be held until the development is completed, approved and accepted. Please refer to the Bingham County Road and Bridge website for current information and access to the full Road Standards. https://www.co.bingham.id.us/road_bridge/road_bridge.html

3.5.2. Future Conditions

Standards are created to ensure the protection of the taxpayer's investment by requiring that roadways be constructed to the County's standards, which will ensure a reasonable life span for the facility. Bingham County should review land development policy and the road design and construction standards annually to consider any revision

The design standards should be based upon the *A Policy on Geometric Design of Highways and Streets*, published by AASHTO, commonly referred to as the "Green Book," but are not intended to supersede the AASHTO Guide or conflict with good engineering judgment. The design criteria should be based upon functional classification and include right-of-way requirements, horizontal and vertical alignment limits, roadway cross-section elements, and drainage requirements.

A professional engineer licensed by the State of Idaho will be required to supervise the production of the improvement plans for the development. The County would only review the improvement plans for conformance to the standards.

Construction standards ensure that all developers are operating under uniform County requirements. These standards also allow for better observation and monitoring of the construction of these critical public facilities. The developer is required to provide quality-control testing. The developer's engineer will provide record drawings, test results, a construction diary, and an affidavit attesting to his supervision of the construction prior to acceptance of the roadway by the County. The County will provide periodic site inspections and be on site during critical construction task such as asphalt paving.

3.6. Safety

3.6.1. Existing Conditions

For this update, the last 5 years of data reported to LTHAC (2014–2018) were referenced and analyzed for discovering any recent unsafe locations or conditions to be addressed with this update. Quantities and severity of each crash is shown in Table 12 and a visual of all “Fatal” or “A Injury” crashes are shown in Figure 7 below. Due to the large amount of data for each crash, all details for each crash are recorded on LTHAC GIS software and can be accessed on their website at: http://gis.lhtac.org/safety/. A simplified summary of the 49 Crashes with a severity type of “A Injury” or “Fatal” can be found in Table 35 in Appendix C: Crash Data for more information.

Table 12 - Number of Crashes per Severity Type

Severity Type	Number of Accidents (2014 – 2018)
Fatal Accident	14
A Injury Accident	35
B Injury Accident	69
C Injury Accident	140
Total	258

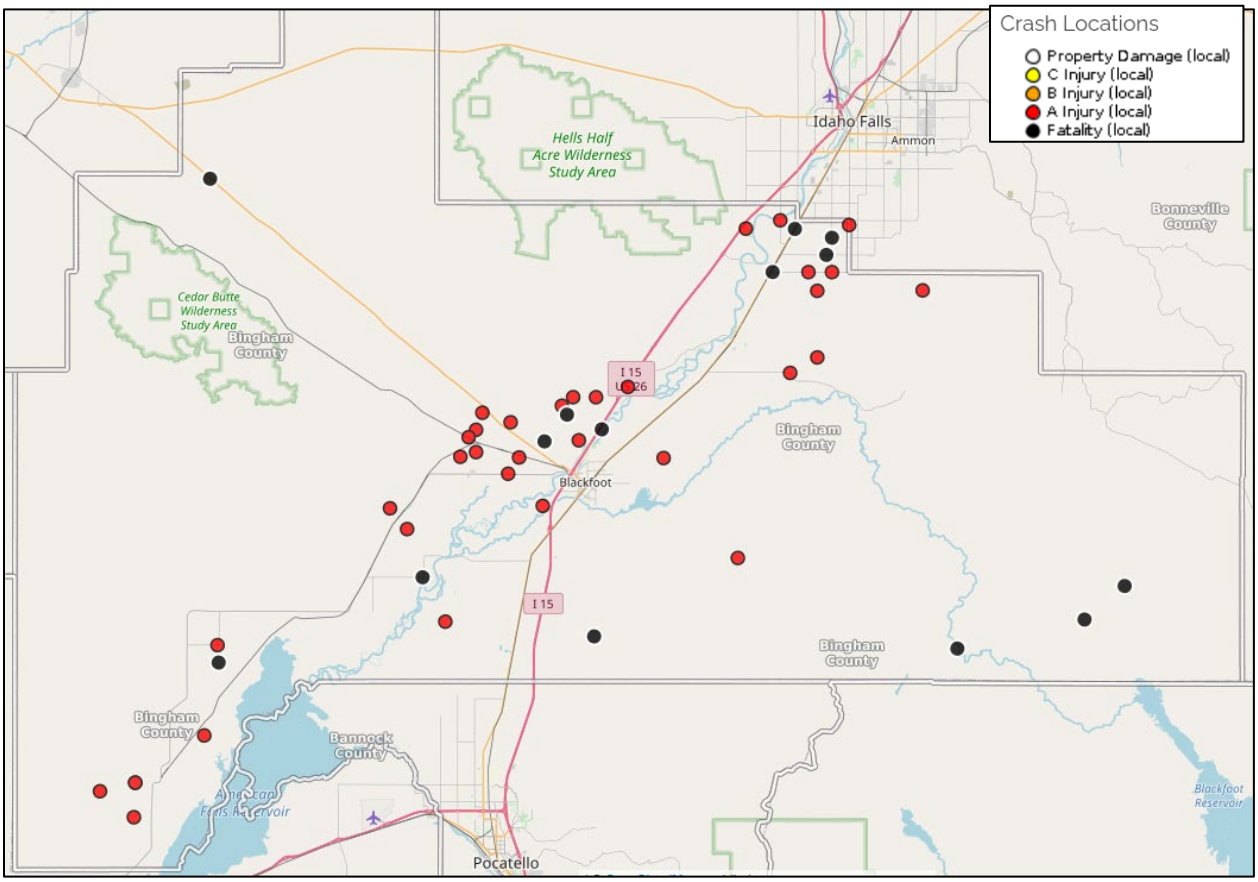


Figure 7 - Locations of Fatal or A Injury Crashes (2014-2018)

3.6.2. Future Conditions

County Public Works staff should continue to collect and monitor collision records and expand the work to include the calculation of collision rates for specific roadway segments and intersections. All the information to calculate these rates is now available to the Public Works Department. The collision rates are based upon the number of collisions and the traffic volume. Therefore, collision rates reflect the exposure to danger at certain transportation facilities. One common rate used in highway traffic safety is "accidents per million vehicle-miles" for roadways. Intersections are often measured by their "collisions per million entering vehicles". These rates will allow the County to compare two roadway segments or intersections with differing traffic volumes and ultimately prioritize locations for safety improvements. However, this rating method functions better when there is a larger difference between the traffic experienced on local roads and busy roads. Quantities of crashes by type and a visual are shown above in Table 12 and Figure 7.

To best prioritize the safety improvements, an alternative method was used due to the minimal traffic experienced by the roads in the county. Due to the small amount of crashes in county and limited traffic data at each intersection and road, other data comparisons are compiled for intersections, roads, and contributions to crashes for the last five published years in Table 13, Table 14, and Table 15. These comparisons were used to better analyze if there was any location or any cause of a crash that can be improved within the county's jurisdiction. For example, the jurisdiction may focus on improving the safety in the clear zones on the sides of the roads due to a larger number of injuries when automobiles hit obstructions within that clear zone. Though limiting the number of accidents involving alcohol and drugs is an important and pressing concern, the department cannot improve the roads in an economic way to limit these types of crashes.

To determine the best use of funding, each crash given equal value and data was analyzed to determine which locations or causes could be addressed to lower total casualties and eliminate specific hazards. Table 13 and Table 14 below compare data based on location whereas Table 15 analyzes common causes for severe crashes in the county overall.

After analyzing the data, it is recommended the County develop a safety improvement plan for all locations with more than one crash of severity “A Injury” or “Fatal” and what can be done to prevent future crashes.

Table 13 - Related Crashes per Intersection

Crashes Per Intersection	No. of Related Crashes (A-C or Fatal)	(A or Fatal)
2900 West Rd / 1800 South Rd	3	2
1100 East Rd / 1400 North Rd	5	1
1000 South Rd / Hahn Rd	1	1
1100 South Rd / 2400 West Rd	1	1
1200 North Rd / 1100 East Rd	1	1
1450 North Rd / US 91	1	1
1450 North Rd / 600 East Rd	1	1
1500 North Rd / 800 East Rd	1	1
200 East Rd / 100 North Rd	1	1
200 North Rd / 300 West Rd	1	1
200 South Rd / 1400 West Rd	1	1
2000 South Rd / 2900 West Rd	1	1
400 West Rd / 400 North Rd	1	1
450 North Rd / 200 West Rd	1	1
Groveland Rd / 350 North Rd	1	1
Main Rd / US 26	1	1

Table 14 - Roads Related to Crashes

Roads Related to Crashes	No. of Related Crashes (A-C or Fatal)	(A or Fatal)
1100 East Rd	8	3
450 North Rd	7	2
900 West Rd	7	2
1200 North Rd	5	2
2900 West Rd	5	2
100 North Rd	4	2
1100 South Rd	3	2
1450 North Rd	3	2
200 North Rd	11	1
400 West Rd	6	1
500 West Rd	6	1
1300 North Rd	5	1
River Rd	4	1
600 North Rd	4	1
600 South Rd	3	1
1200 East Rd	3	1
Taber Rd	2	1
200 East Rd	2	1
Riverton Rd	2	1
200 South Rd	2	1
Lincoln Creek Rd	2	1
850 West Rd	2	1
1300 West Rd	1	1
Brush Creek Rd	1	1
265 North Rd	1	1
1000 South Rd	1	1
2500 West Rd	1	1
3100 West Rd	1	1
700 West Rd	1	1
Blackfoot Reservoir Rd	1	1
Marshall Rd	1	1
1500 North Rd	1	1
710 West Rd	1	1
2000 South Rd	1	1
Taylor Creek Rd	1	1
Sands Rd	1	1
Groveland Rd	1	1
Main Rd	1	1
Blackfoot Reservoir Rd	1	1
1200th North Rd	1	1

Table 15 - Contributions Relating to Crashes

Contributions to Crashes	No. of Related Crashes (A or Fatal)
Failed to Maintain Lane	16
Alcohol Impaired	14
Inattention	11
Speed Too Fast for Conditions	11
Overcorrected	7
Failed to Obey Stop Sign	5
Drove Left of Center	3
Drug Impaired	3
Improper Overtaking	3
Other	3
Exceeded Posted Speed	2
Failed to Yield	2
Distracted IN or ON Vehicle	1
Vision Obstruction	1

3.7. School Zones

3.7.1. Existing Conditions

There are five school districts in Bingham County: District 58-Aberdeen; District 52-Snake River; District 55- Blackfoot; District 59-Firth; and District 60-Shelley. Each school district has listed the current conditions and concerns of safety and maintenance of roads and road crossings in school zones in the county.

3.7.1.1. Aberdeen School District

The two school buildings in the Aberdeen District are located within the City limits of Aberdeen. Traffic control consists of slower speed zones (20 m.p.h.) and standard school-zone signs. There are no flashing lights or crosswalk attendants, but teachers are assigned to be "on watch" in the morning before school and again in the afternoon after school. City police also patrol in the area after school to enforce the speed limit.

3.7.1.2. Snake River School District

The Snake River School District is in the rural portion of the County, west and southwest of Blackfoot. There are four elementary schools in each of the following communities: Moreland, Riverside, and Rockford. A middle school for 5th and 6th graders is in Thomas. The junior and senior high schools are situated on adjoining property two miles west of Riverside, along SH-39.

The Snake River School District employs similar types of traffic control, slower speed zones (20 m.p.h.) and standard school-zone signs. This seems to work satisfactorily for all the schools with the exception of the junior and senior high schools. These schools face the extra challenges of being located along a busy state highway and accommodating students driving to and from school. A flashing light has been installed on SH-39 at the entrance to the schools. A center turn bay was extended from the school entrance east to 900W (Wilson Road), about one quarter of a mile.

3.7.1.3. Blackfoot School District

Most of the schools in the Blackfoot School District are located within the Blackfoot City limits except for three elementary schools- Groveland, Fort Hall, and Wapello. Traffic control around these schools consists of slower speed zones (20 m.p.h.) and standard school-zone signs. Fort Hall Elementary is in the Fort Hall town site. To reach the school, some students must walk across U.S. 91. Currently there are no flashing lights or crosswalk attendants at this site. There is a flashing cross walk sign for the crosswalk at the intersection of U.S. Hwy 91 and Agency Road.

3.7.1.4. Firth School District

The Firth School District operates three schools: an elementary, a middle/ junior high, and a high school. The middle/junior high and high schools are situated within the City of Firth on the west side of town. The elementary school is outside of the city limits on the east side of town along 600E (Firth Road). Traffic control consists of slower speed zones (20 m.p.h.), standard school-zone signs, crosswalk attendants for the crossing on 600E, and flashing lights on 600E. In addition, traffic within the school parking lot is directed to one-way traffic. Recommendations for the future include a reduced speed zone and flashing lights for the crosswalk on U.S. Hwy 91 leading to the schools.

3.7.1.5. Shelley School District

The Shelley School District has five building sites, Shelley High School, Hobbs Middle School, Stuart Elementary School, Riverview Elementary School and Sunrise Elementary School, all of which are located within Shelley City limits. Traffic control includes slower speed zones (20 m.p.h.), standard school-zone signs, crossing guards at two intersections, flashing lights at the high school and at Stuart Elementary school.

3.7.2. Future Conditions

School zones present challenges for pedestrian safety and vehicular speed control. As traffic increases, school zones need continual monitoring. One promising new technique that deserves consideration in some situations is recessed, pedestrian-activated crosswalk lights such as Rectangular Rapid Flashing Beacon (RRFB), or a pedestrian hybrid beacon (HAWK). These techniques along with adequate spacing for busses, and maintaining accurate striping, while grinding old striping, will uphold safety in these school zones.

3.8. 129k Truck Routes

3.8.1. Existing Conditions

The county has been working with LHTAC and ITD in determination of routes that would be able to meet the required 129k truck route requirements. The county would have to determine if the roadway was constructed to a standard to handle the large truck loads. Currently there is only one approved route in Bingham County for 129k truck loads and that is along 550 W (Trego Road) and 100 N (Pioneer Road) that provides access to/from SH-39 and U.S. Hwy 26 as shown in Figure 8. For more information about 129k Truck Routes please refer to the ITD website for current maps and applications (https://itd.idaho.gov/freight/?target=129000-lbs-route-requests).

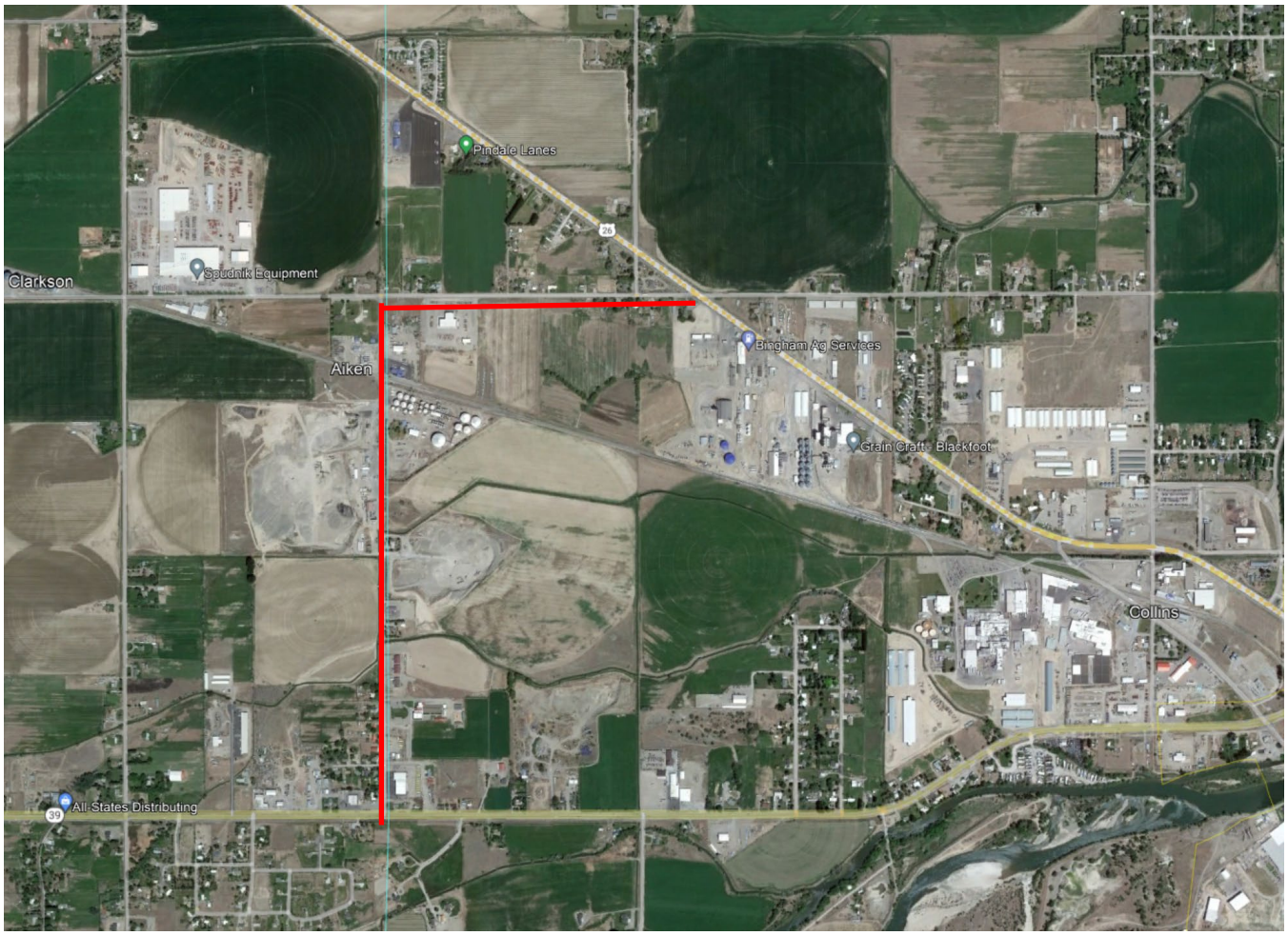


Figure 8 - 129k Truck Route

3.8.2. Future Conditions

The County should continue to work with local manufacturing/trucking companies to determine if additional routes need to be investigated for approved routes. As applications for route approval are submitted to ITD it will be relatively easy to determine which routes are regularly requested for approved routes. The routes regularly requested for approval would likely qualify for roadway improvement funding through the ITD freight program.

3.9. Bridges

3.9.1. Existing Conditions

Bingham County has more bridge structures than any county in the state and has developed one of the best bridge-maintenance programs in Idaho. See Figure 9 below for their approximate location and Appendix B: Bridge Inventory for a listing of the County's bridge structure rating with more details.

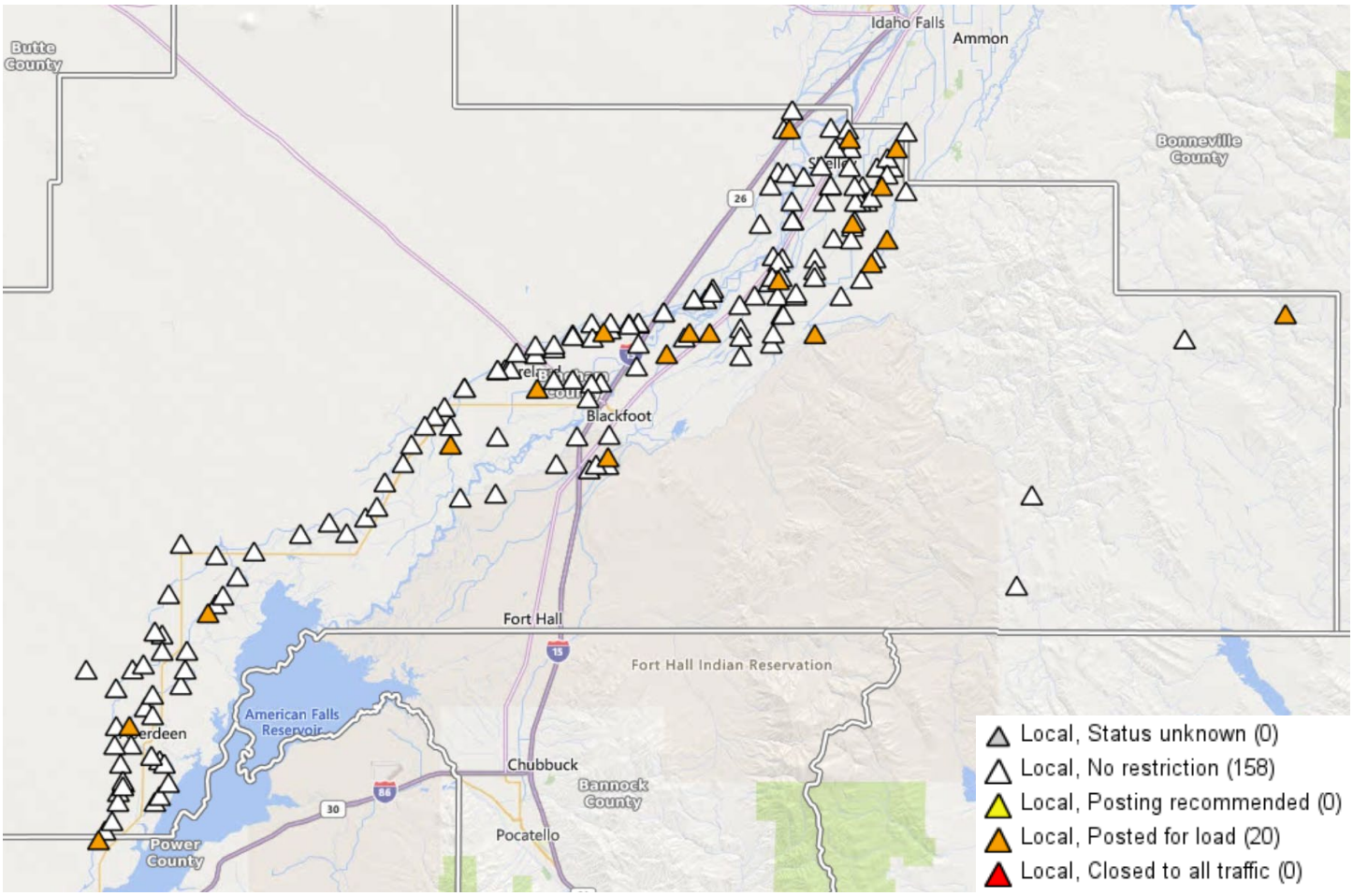


Figure 9 - Location of Bridges under Bingham County Jurisdiction

There are 176 state-inspected bridges (over 20-feet) and 137 smaller bridges (less than 20-foot spans) as seen in Figure 10. These bridges are owned and maintained by Bingham County and are located within public road rights-of-way. A summary of each bridge can be found in 6.2 Appendix B: Bridge Inventory with their current structural condition and location. All data related to each large bridge can be viewed on LHTAC's GIS System at http://gis.lhtac.org/bridges/ and small structure data can be viewed at http://gis.lhtac.org/small_structure/

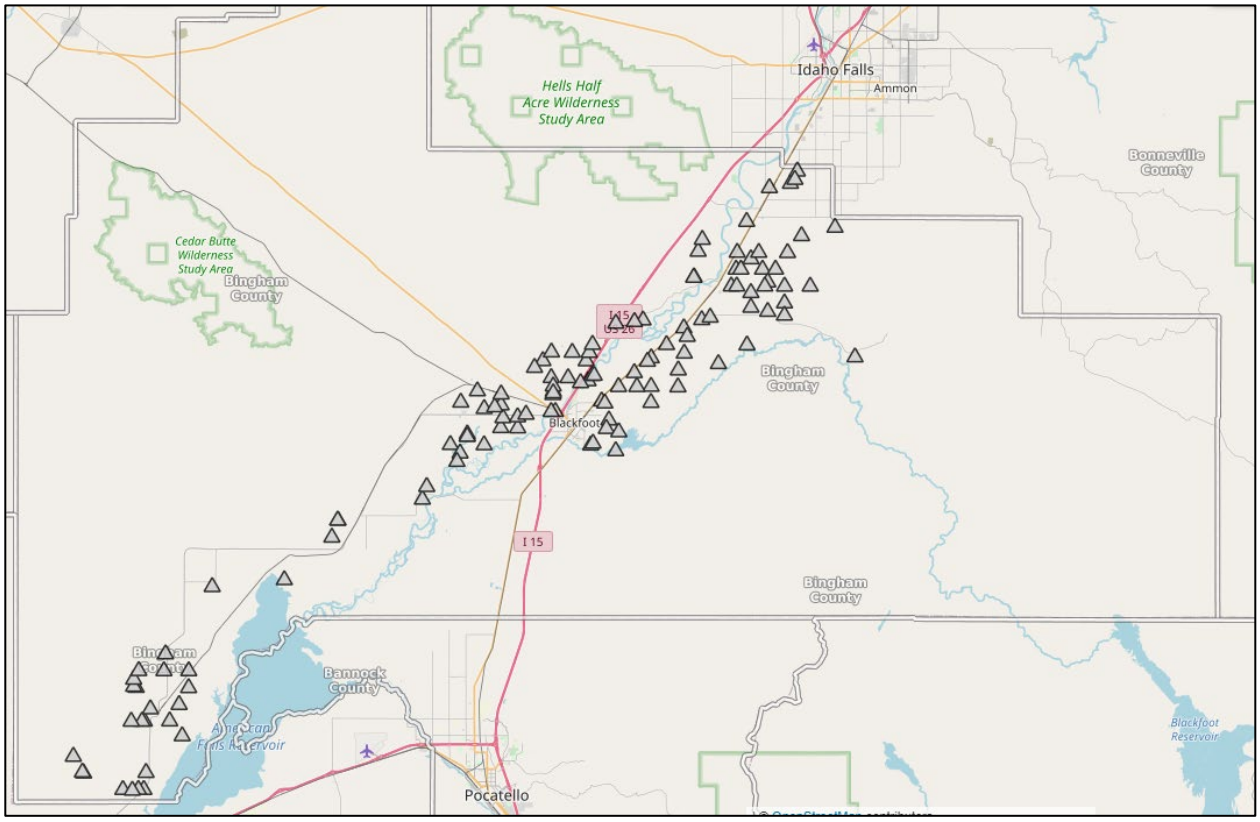


Figure 10 - Location of Small Structures under Bingham County Jurisdiction

To qualify for state inspection, a bridge must have a span opening of at least 20 feet along the road centerline. Most of the Bingham County bridges are concrete rigid-frame-type construction. A licensed engineer inspects the bridges at least once every two years. Each bridge is assigned a condition rating based on the quality of its deck, base, and subbase components compiled into a value between 0 and 10. Those three values combine to give the bridge a rating of "Poor", "Fair", or "Good."

Bingham County has done a very good job monitoring and maintaining their bridge network. Subsequently, the overall condition of the bridges is very good. Only one bridge has a "Poor" Rating which shown in Table 16, all bridge data is shown in Table 33 in Appendix B: Bridge Inventory.

Table 16 - Bridges with Poor Rating

Key #	Carries	Crosses Over	Length	Width	ADT	Post Status	Cond.	Age
23060	SCOTT RD; W 100 S	ABERDEEN SPRINGFIELD CNL	92	27.9	180	A Open, no restriction	Poor	58

In addition to the State-inspected bridges (those over 20-foot spans), the County owns approximately 136 bridges that are of less than 20-foot spans. These shorter bridges are included in the bridge replacement program when the need is identified.

3.9.2. Future Conditions

The County continues to replace bridges identified for repairs or replacement. The goal is for all county bridges to have a minimum condition rating of "Fair" or better. All bridges with a "poor" rating will be scheduled for repairs/rehabilitation/replacement and prioritized based on importance and available funding.

3.10. Roadway Network Goal Objectives and Policies

3.10.1. Goal

To provide a comprehensive, cost-effective transportation network that will accommodate present and future needs of the County.

3.10.2. Objectives

- To improve roadway safety.
- To maintain the function of the street system for all users.
- To minimize access and driveway hazards.

3.10.3. Policies

- Coordinate with ITD, cities, and the Shoshone Bannock Tribe to ensure consistency and collaboration in street improvements.
- Continue to participate in regional transportation planning issues with cities, the Tribe, and ITD.
- Review all new development for connectivity to adjacent developments.
- Support access-restriction polices and limit access to all arterial streets.
- Periodically review street standards and the street functional classification system.
- Annually, review the County's capital improvement plan including costs and the priority of projects.
- Consider the designation of a County hazardous materials route.

3.11. Pedestrian/Bicycle Pathways System

In the past few decades there has been a large movement to construct more walking paths for the public to enjoy. Bingham County now looks to maintain these existing paths through their Parks and Recreation department instead of creating new ones. A description of each area's existing pathways and goals are summarized below.

Bingham County is proud to offer five (5) very large parks for residents to use and enjoy. The two (2) major parks North Bingham County Recreation Area located near Shelley and Sportsman's Park near Aberdeen offer water and electrical hookups for recreational vehicle enjoyment. These two (2) parks also offer attendants who live at the park. It is the goal of the Bingham County Parks and Recreation Department that the county residents enjoy themselves at any of the parks they visit. All the parks are available for family reunions and offer a variety of outdoor activities. The county parks and recreation data is available on the county website at:

https://www.co.bingham.id.us/parks_recreation/parks_recreation.html

The parks provided by Bingham County are N. Bingham Park, Moreland Park, Rose Park, Sportsman's Park, and Springfield Park.

The county supports the goal of pathways for county residents to utilize. The cities within the county have been proactive about pathways through the cities and the county will continue to support these efforts where possible.

3.11.1. Pathways Goal

To support and maintain a safe and effective county-wide pathways system.

3.11.1.1. Objective

To offer recreational parks for county residents to enjoy.

3.11.1.2. Policies

- Coordinate with other entities to develop continuous pathway corridors.

- Coordinate with new development to provide public access to pathways.
- Encourage providing pathways when improvements are made to existing bridges and roads, by public or private entities.

3.11.2. Blackfoot Area

3.11.2.1. Existing Conditions

The Blackfoot Transportation Commission is appointed by the Blackfoot Mayor. The commission reviews and plans for transportation related items within the City of Blackfoot boundaries and suggests improvements to the City of Blackfoot Council. Private citizens, county and city personnel serve on the committee.

Blackfoot currently has a pathway system as shown in Figure 11.

Figure 11 - 2016 Greater Blackfoot Area Greenbelt

The City of Blackfoot is currently working with Bingham County and ITD at designing the replacement of the West Bridge Street bridge as well as improvements to the intersection of SH-39 and West Bridge Street/Collins Road as shown in Figure 12.

Figure 12 - West Bridge Street Bridge Replacement and Improvements Project

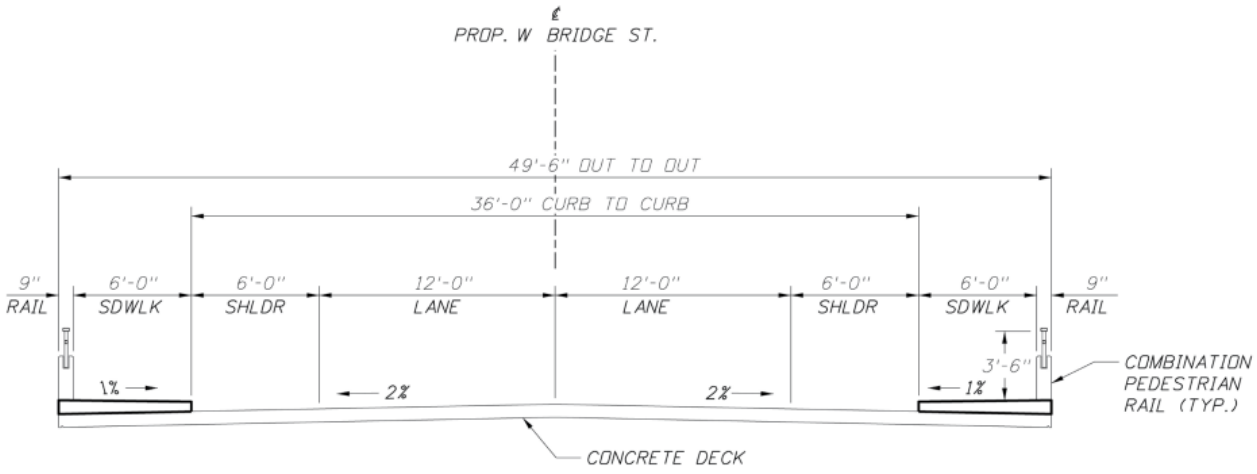


Figure 13 - New West Bridge Street Proposed Cross Section

3.11.2.2. Future Conditions

The City of Blackfoot currently is finalizing their transportation plan which will have a pedestrian/pathway portion to the updated plan. Please refer to the City of Blackfoot website for the most current version of the transportation plan at https://www.cityofblackfoot.org/.

3.11.3. Shelley Area

3.11.3.1. Existing Conditions

There is a pathway that leads from Hanson Lane on the western edge of Shelley 1.5 miles west to North Bingham County Park. The path is located on the north side of Shelley West Road (1250N) from 750E to 600E. The path then crosses Shelley West Road to provide access to North Bingham County Park.

3.11.3.2. Future Conditions

The City of Shelley currently has sidewalks throughout the city and are working on a pathway connection from the existing pathway on the south of the city to the north of the city.

3.11.4. Firth Area

3.11.4.1. Existing Conditions

The City of Firth has a pathway that travels from the west of the city at the Firth river bottoms and travels past the high school and middle school then along Center Street from the High School heading east along Center Street that travels to the AW Johnson Elementary School.

3.11.4.2. Future Conditions

There are no current plans to expand the current pathway system in the City of Firth until the wastewater treatment plant improvement is finished and all roads affected by the update are repaired. A reevaluation will be completed at that time.

3.11.5. Future Projects

The County has no plans to expand their pedestrian pathways until there is a method developed that provides a way to financially maintain the existing pathways.

3.12. Public Transportation

Public transportation is limited in Bingham County. Below is a listing of currently available services:

- Pocatello Regional Transit serves the Blackfoot Area
- Several privately owned businesses provide local transportation services to residents in Bingham County

3.12.1. Goal

To support a public transportation network that serves all areas of the County.

3.12.2. Objectives

- To reduce single-occupant automobile usage.
- To provide mobility for all County residents.

3.12.3. Policies

- Support transportation needs of the elderly and persons with disabilities.
- Encourage public and private transportation services that improve mobility for County residents.

3.13. Bus Services

3.13.1. Existing Conditions

No scheduled public bus routes serve people within cities such as Blackfoot, Shelley, Firth, and Aberdeen.

Idaho State University (ISU) operates a commuter express bus service to and from Blackfoot for ISU students. This service is exclusively for ISU students, staff, and faculty. The bus stops in Blackfoot at 7:00 am and 8:00 am and returns to Blackfoot at 2:00 p.m., 3:00 p.m., 4:00 p.m., 5:00 p.m., and 6:00 p.m. The cost is $484 per semester for a 5-day (per week) pass, $447 per semester for a 4-day pass, $412 per semester for a 3-day pass, $375 per semester for a 2-day pass, and $310 per semester for a 1-day pass. There is also a $20 fee for a one-way, stand-by ride, but there is no guarantee of seating availability.

The Idaho National Laboratory (INL) provides bussing services from Blackfoot area to the INL site. There are multiple locations in the county that the busses pickup and drop off workers throughout the day.

Salt Lake Express is currently the only company that offer shuttles to the Salt Lake City Airport and downtown Salt Lake City. They regularly have scheduled stops in Blackfoot, Idaho Falls, Pocatello, Rexburg, and Salt Lake City. There is also Teton Stage Lines that offers charter services in Bingham County.

3.13.2. Demand Responses

Several organizations provide demand-response service for seniors and the disabled. Pocatello Regional Transit offers service primarily to Medicaid patients and disabled senior citizens. They do not have a scheduled route but respond to requests made at least a day in advance.

The Aberdeen Senior Center provides transportation for Seniors and the disabled in and around Aberdeen. The service extends north to Pingree. Requests for rides must be made at least a day in advance. The cost is by donation, with a recommended amount of $5.00 to travel to Pocatello or Blackfoot.

The Fort Hall Community Health Resources (CHR) office provides transportation to daily meals it provides for elderly tribal members. Public transportation is high on the list of transportation priorities in the Tribe's Transportation Plan.

The Shoshone Bannock Tribes Public Transit Service provides scheduled transportation for all residents of the reservation to locations within the reservation and to the cities of Blackfoot and Pocatello Monday and Tuesday from 6 AM to 6 PM, Wednesday through Friday 6 AM to 10 PM, and Saturday and Sunday from 10 AM to 6 PM for a fee of $1.00.

The Blackfoot Senior Citizens Center offers bus rides to seniors and disabled individuals. They do not have a scheduled route but respond to requests. The bus runs from 8:15 AM to approximately 10:30 AM in the morning, and again in the afternoon starting about 1:30 PM.

Bingham Healthcare also provides transportation services for medical appointments.

3.13.3. Future Conditions

As the County population increases, the demand for expanded public transit services will increase. Long-term plans may include the prospect of light-rail from Pocatello to Idaho Falls and Yellowstone.

3.14. Airports

3.14.1. Existing Conditions

There is no regularly scheduled air service in Bingham County. Scheduled commercial flights are available in Pocatello and Idaho Falls.

The following airports are in Bingham County:

Table 17 - Aberdeen Municipal Airport

Elevation	4470 feet
Runway	Paved; 3650 feet; 50 feet wide
Description	Snow removal irregular; crop dusting in the summer

Table 18 - Blackfoot-McCarley Airport

Elevation	4488 feet
Runway	4300 feet; 75 feet wide
Description	Attended during the day and night on request; crop dusting in the summer.

Table 19 - Rockford Municipal Airport

Elevation	4465 feet
Runway	Paved; 2800 feet; 50 feet wide
Description	Unattended; crop dusting in the summer; no snow removal

Table 20 - Atomic City Airport

Elevation	3800 feet
Midway	Dirt
Description	Unattended; no snow removal

3.14.2. Future Conditions

The FAA requires airports to have a capital improvement plan in place if requesting Federal funding. Small crop-dusting landing strips will likely remain the County's responsibility.

Eastern Idaho needs to improve the volume of commercial planes coming into the area to lower the rates for commercial travel. A solution could be to seriously consider the feasibility of a regional airport. Because Bingham County is in the central part of eastern Idaho, it would be logical that Bingham County would host and/or support this option.

3.15. Railroads

3.15.1. Existing Conditions

Union Pacific Railroad (UPRR) is the only operating railroad company within Bingham County. UPRR offers freight service only; no passenger rail lines operate within Bingham County.

The main rail line, the Montana Main, parallels U.S. 91 and runs from the south end of the County past Fort Hall to Blackfoot, then past Wapello, Firth, and Shelley as it continues into Bonneville County on its way to Montana.

There are two branches of the Montana Main within Bingham County. The Scoville Branch (formerly known as the Mackay Branch) services the INL. The branch begins in Blackfoot and travels northwest past Moreland, Taber, and Atomic City to its end at the Scoville Junction. At the Scoville Junction, railcars are transferred to the INL rail line and are transported in and out of the site by the INL. At one time, this branch extended on to Mackay. The tracks between Mackay and Arco were abandoned many years ago. In 1979, the tracks between Arco and the Scoville Junction were abandoned and the branch was renamed the Scoville Branch.

The second branch is the Aberdeen Branch. This rail separates from the Scoville Branch about 0.25 miles west of Moreland, at the intersection of 900W and Taber Road, and travels southwest past Rockford, Liberty, Pingree, Springfield, and Sterling to its end at Aberdeen.

There are 127 public at-grade railroad crossings and 65 private crossings in Bingham County for a total of 192 crossings. Of the 192 crossings, 31 have gates and/or flashing lights. The remainder of the crossings are "passive" or signed only with a yield sign.

From 2014-2018 there have been three vehicle-train accidents in Bingham County. Of the three accidents, two involved property damage only, and one resulted in a fatality. The three accidents in the County happened at U.S. 91 connected to 100 West, Shilling Ave, and 1450 North Rd.

Several railroad crossings are in very poor condition and have become unsafe. The County has been unable to get the railroad to respond to these concerns.

3.16. Emergency Services

3.16.1. Existing Conditions

Seven fire stations are distributed throughout Bingham County, located in the communities of Shelley, Firth, Blackfoot, Rockford, Springfield, and Aberdeen. Personnel at these fire stations also provide emergency medical treatment personnel (EMTs). Ambulances are located at the Blackfoot, Rockford, Springfield, and Aberdeen fire stations. The Shelley area is serviced by ambulances from Idaho Falls and the Firth area is served by ambulances from Blackfoot. The Blackfoot station provides emergency medical service to Fort Hall in cooperation with the tribal emergency medical staff. The Shoshone Bannock Tribes has a Fort Hall Fire Department and Emergency Services that services the Fort Hall area and Shoshone Bannock Tribes as well as provides support to the surrounding communities including Bingham County.

3.16.2. Future Conditions

The transportation network does not appear to present a problem to emergency services within Bingham County.

3.16.2.1. Goal

To support a county road network that provides access to emergency services for all Bingham County residents.

3.16.2.2. Objective

To improve emergency service delivery time.

3.16.2.3. Policies

- Require mandatory addresses on all new businesses and homes.
- Require Planning and Zoning Department to issue all addresses at the time a building permit is issued.
- Develop an emergency-situations operations process that coordinates departments and personnel and alternate routes for all emergency events.

- Prepare an emergency-situations operations manual that specifies the responsibilities of departments and personnel including equipment inventories, alternate route, and available private transportation.

3.17. Sign Management

There are over 7,600 documented signs under Bingham County jurisdiction that have been recorded and documented in a GIS shapefile. Locations of these signs can be seen in Figure 14. This shapefile includes all related data to each sign in the linked attribute table. Due to the size of the attribute table, it will not be included in the appendix. Instead, any information can be requested from the GIS department. This section will explain the process that Bingham County uses to maintain all road signs.

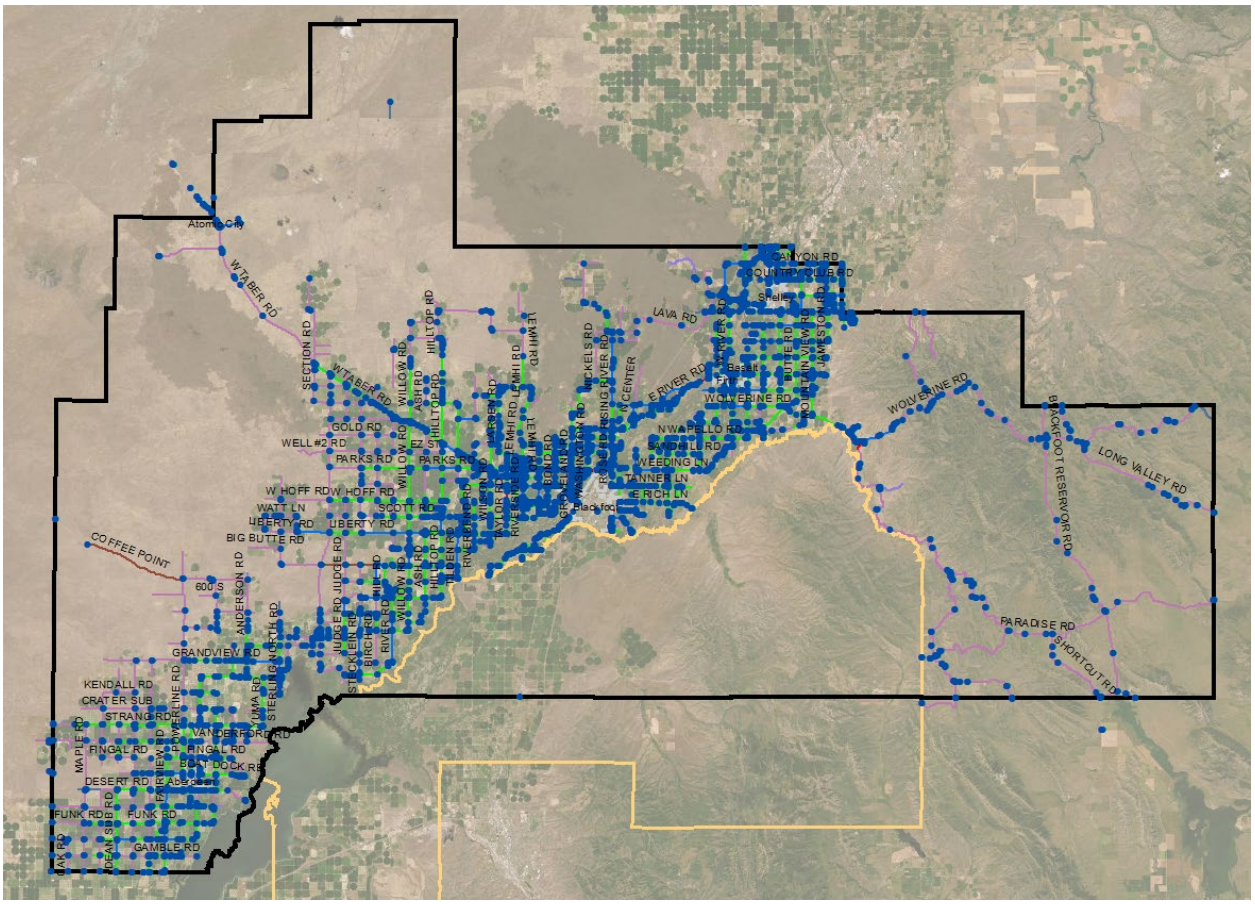


Figure 14 - Location of Street signs in Bingham County

New standards adopted in the Manual on Uniform Traffic Control Devices (MUTCD) require that public agencies adopt a Sign Management Plan to ensure signs meet new minimum retro-reflectivity requirements for traffic signs on public roads.

There are various accepted methods of compliance:

- Measured Retro-reflectivity
- Nighttime Visual Inspection
- Expected Sign Life
- Blanket Replacement

Measured retro-reflectivity can be taken by a retro-reflectometer. A retro-reflectometer can be costly to obtain, approximately $9,000 and as much as $15,000 when equipped with additional features such as GPS, and bar code readers.

This method is the most objective method and is thus highly defensible when incurring the cost for a Capital Improvements Plan. Alternatively, LHTAC is providing one Retroreflectivity Sign Testing Kit to each Local Highway Jurisdiction. These kits are intended to serve as an affordable alternative to purchasing a costly retro-reflectometer. Sign kits can be used to assess the retro-reflectivity of signs within a Local Highway's jurisdiction to ensure compliance with the minimum levels established in the current version of the Manual for Uniform Traffic Control Devices (MUTCD).

With the Nighttime Visual Inspection method, the retro-reflectivity of an existing sign is assessed by a trained inspector conducting a visual inspection from a moving vehicle during nighttime conditions. The retro-reflectivity is compared against a control panel of known acceptable retro-reflectivity.

With the Expected Sign Life method, individual signs are replaced before they reach the end of their expected service life. The expected service life is based on the time required for the retroreflective material to degrade to the minimum level. The sign life can be based on several different sources of information such as sign sheeting warranties, the performance of control signs, or actual field measurements.

Blanket Replacement would involve replacing all signs within a specified corridor based on the assumption that all signs in that corridor will require replacement at the same time. Once replaced, the signs could then be managed based on expected sign life.

3.16.3. Recommendations – Sign Management

A plan similar to the road evaluations has been implemented for signs by inspecting 1/3 of the County's signs each year and updating them in the County's database allowing each sign to be evaluated every 3 years.

It is recommended this plan is continued including the use of control signs in each area in the county with a unique climate. (MUTCD Section 2A.08 Paragraph 04 E). The other recommendation would be to post one of every sign type in a single controlled setting experiencing the worst weather conditions available for a sign in the county, when one sign is considered unacceptable, all of that sign type, including the control sign, shall be replaced.

Chapter 4 Capital Improvement Plan (CIP)

The County annually develops a list of priority projects for the Transportation System referred to as the CIP list. The list continually changes either by county priorities changing based on new knowledge or increased system needs. The list may remain the same for multiple years or change multiple times within the same year. The list of what is completed is controlled by available funding. As part of this plan a separate excel file was created for the county to be able to keep the list of projects up to date each year.

4.1. Engineering Studies

It is recommended to complete a study for a bypass route to relieve the traffic at the main Blackfoot interchange and provide an alternate access route to U.S. Hwy 26 and U.S. Hwy 91 from I-15. This would alleviate the volume of traffic currently using interchange Exit 93 for access to Blackfoot, Groveland, Moreland, Riverside, Rockford, Wapello, Kimball, Firth and surrounding areas. If there was another route that would provide access to these communities surrounding Blackfoot, it would likely reduce the volume of traffic and increased wait times currently seen at interchange Exit 93. It is recommended that a full engineering study be conducted to look at possible routes and requirements including environmental concerns or impacts for an alternative route to access these surrounding communities.

4.2. Roadway Construction Projects

4.1.1. ITD Projects within County

The ITD oversees maintaining highways and freeways throughout Bingham County and are mentioned throughout this transportation plan, it is important that they can be acknowledged to better collaborate repairs with the State if applicable. ITD projects can be found on their website itdprojects.org

4.1.2. County CIP Projects

After discussing the recommended improvements to the system and meeting with the County Commissioners, the list of projects was compiled in Table 21 below. Descriptions of the projects are in following sections.

Table 21 - County CIP Project Summary

Capital Improvement Plan Projects		
	Priority	**Estimated Cost**
Safety Projects		
Systemic Flashing Stop Signs (LHTAC Funded FY2023)	1	$ 175,000
Desert Road Improvements	2	$ 626,000
	Safety Project Total:	$ 801,000
Roadway Projects		
Wolverine Road Improvements	1	$ 1,533,000
Groveland Road Improvements	2	$ 133,000
East River Road Improvements	3	$ 549,000
Liberty Road Improvements	4	$ 2,512,000
Homestead Road Improvements	5	$ 538,000
Strang Road Improvements	6	$ 320,000
Rose Road Right Turn Lane Improvements	7	$ 73,000
	Roadway Project Total:	$ 5,658,000
Bridge Projects		
Scott Road (W. 100 E.) Key #23060	1	$ 750,000
Tilden/Peoples Canal Bridge (W 200 S.) Key #22380	2	$ 250,000
	Bridge Project Total:	$ 1,000,000
	Overall CIP Projects Totals	**$ 7,459,000**

4.1.2.1. Safety Projects:

Systemic Flashing Stop Signs:

Expected Cost Estimate: $175,000 (LHTAC LHSIP Project funding programmed for FY2023)

Each intersection where a serious crash has happened in county jurisdiction will have flashing LED "Stop" Signs and "Stop Ahead" signs where applicable. There are 96 intersections identified within this systemic repair that would greatly improve the visibility of the intersection signage. The estimated cost for the flashing "Stop" and flashing "Stop Ahead" signs from the company Traffic Calm is estimated to be $175,000 for the identified intersections shown in the following Table 22. This project was submitted to be funded as part of the LHTAC Local Highway Safety Improvement Program (LHSIP) for funding in fiscal year 2023 and was ranked #1 for District 5. The county will need to work with LHTAC to make sure and develop bid documents for the sign/equipment that meets the needs of Bingham County Road and Bridge.

Table 22 – Flashing Stop Sign Intersection Improvement Locations

Street	Street	# of Stop Signs	# Of Stop Ahead Signs	Fatal	Type A	Type B	Type C	Property Damage
E 1400 N	N 800 E	2	2	0	0	1	2	3
E 1400 N	Highway 91	2	2	0	0	1	1	3
E 1400 N	N 950 E	2	2	0	0	0	0	0
E 1400 N	N 1000 E	1	1	0	0	0	0	0
E 1400 N	N 1100 E	2	2	1	0	1	3	2
E 1400 N	N 1200 E	2	2	0	1	0	0	1
E 1300 N	N 900 E	1	1	0	0	1	0	0
E 1300 N	N 950 E	2	2	0	0	1	0	0
E 1300 N	N 1100 E	2	2	0	0	0	0	3
E 1300 N	N 1150 E	1	1	0	0	0	0	1
E 1300 N	N 1200 E	2	2	0	1	0	1	0
E 1200 N	Highway 91	1	1	1	0	0	0	3
E 1200 N	N 900 E	1	1	0	0	0	0	0
E 1200 N	N 1000 E	1	1	0	0	0	0	1
E 1200 N	N 950 E	1	1	0	0	0	0	0
E 1200 N	N 1000 E	1	1	0	0	0	0	0
E 1200 N	N 1100 E	1	1	0	1	0	1	1
E 1200 N	N 1150 E	1	1	0	0	0	0	2
E 1200 N	N 1200 E	2	2	0	0	0	1	0
E 600 N	Highway 91	1	1	0	0	0	0	1
E 600 N	N 500 E	1	1	0	0	0	0	0
E 600 N	N 550 E	1	1	0	0	0	0	0
E 600 N	N 600 E	2	2	0	0	0	0	0
E 600 N	N 700 E	2	2	0	0	0	0	0
E 600 N	N 775 E	1	1	0	0	0	0	0
E 600 N	N 800 E	1	1	0	0	0	0	0
E 600 N	N 900 E	1	1	0	0	0	0	0

E 600 N	E Presto Rd	2	2	0	0	0	0	0
W 400 N	N 400 W	1	1	0	1	1	1	1
W 350 N	N 400 W	2	2	0	0	0	1	1
W 200 N	Highway 26	2	2	0	0	0	0	3
W 200 N	N 600 W	2	2	0	0	0	1	1
W 200 N	N 500 W	2	2	1	0	0	0	0
W 200 N	N 400 W	2	2	0	0	1	0	1
W 200 N	N 350 W	1	1	0	0	0	0	0
W 200 N	N 300 W	2	2	0	0	0	0	2
W 200 N	N 150 W	1	1	0	0	0	1	2
Highway 26	N 740 W	1	1	0	0	0	0	0
Highway 26	N 700 W	2	2	0	0	1	0	1
Highway 26	N 600 W	2	2	0	0	0	1	1
Highway 26	N 500 W	2	2	0	0	0	0	1
W 100 N	Highway 26	2	2	0	0	0	0	2
W 100 N	N 350 W	1	1	0	1	0	0	0
W 0 N (Hoff)	N 1200 W	1	1	0	0	0	0	2
W 0 N (Hoff)	Highway 39	1	1	0	0	0	0	0
Highway 39	1050 W	2	2	0	0	0	0	0
Highway 39	S 1000 W	1	1	0	0	0	0	0
Highway 39	N 950 W	1	1	0	0	0	0	0
Highway 39	900 W	2	2	0	0	0	0	0
Highway 39	800 W	2	2	0	0	0	0	0
Highway 39	N 740 W	1	1	0	0	0	1	1
Highway 39	700 W	2	2	0	0	0	0	1
Highway 39	600 W	2	2	0	0	0	0	1
Highway 39	N 550 W	1	1	0	0	0	0	1
Highway 39	S 500 W	1	1	0	0	0	0	0
W 1100 S	S 2400 W	1	1	0	1	0	0	0
W 1400 S	Highway 39	2	2	0	0	0	1	0
W 1700 S	S 2600 W	2	2	0	0	0	0	0
W 1700 S	S 2500 W	1	1	0	0	0	0	0
W 1700 S	S 2900 W	2	2	0	0	1	0	1
W 1800 S	S 2900 W	2	2	0	2	0	2	1
W 1900 S	S 2900 W	2	2	0	0	0	1	0
W 2000 S	S 2900 W	2	2	0	1	0	0	0
TOTALS		96	96	3	9	9	19	45

Desert Road (1800 S):

Desert Road is a main roadway for the City of Aberdeen to-and-from the farm to market and rural area of Bingham County. The section of Desert Road between 2900 West and the Lowline Canal has approximately 2,000-feet of irrigation ditching that runs parallel to Desert Road. The irrigation ditching is right off the edge of the roadway at a much

lower elevation of the road which creates a very large hazard if drivers run off the roadway as there is not a recovery zone for the roadway in this section of the road. The county would like to pipe the 2,000-feet of ditch and widen the roadway. The alternative to piping this ditch is to work with the property owner and shift the ditch further away from the roadway and gain a safe recovery zone distance. Cost of a 72-inch corrugated metal piping was $225/LF and bands were $378 each as quoted in December 2021. The contractor install price for the piping is estimated as a total of $300/LF of pipe to cover the cost of excavation, installation, and backfill of the pipe. The roadway is currently approximately 22-feet wide and should be 24-feet wide to match the current county roadway standard width. Total estimated cost for a contractor to install the piping and widen the roadway is shown in Table 23 and the project location map is shown in Figure 15.

Figure 15 - Desert Road Ditch Piping Map

Table 23 - Desert Road Improvement Cost Estimate

Item Description	Quantity	Unit	Unit Price	Estimated Cost
Mobilization	1	LS	$10,000.00	$10,000
72-inch CMP Piping	2000	LF	$300.00	$600,000
Gravel Widening	889	SY	$10.00	$8,889
Construction Surveying	1	LS	$2,500.00	$2,500
Material Testing	1	LS	$5,000.00	$5,000
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$626,000**

4.1.2.2. Roadway Improvements

Wolverine Road Improvements:

Wolverine Road is a major collector for the county and as such has a large volume of traffic that utilizes the road. There are multiple residential areas along Wolverine Road, and more being developed every year. The roadway provides access to one of the larges dairies, multiple farms and ranches, and recreational access. The project adds 2-feet of asphalt shoulders to have a 24-foot asphalt surface to meet the county standard for a major collector. The road width is currently approximately 22-feet wide. The project would begin at U.S. Hwy 91 and go to Presto Road. There are 12 irrigation crossings that will need to be widened across the roadway. The cost for a contractor to extend the five (5) bridge irrigation structures, extend the seven (7) small irrigation culvert structures widening and overlaying the full width of the roadway for the length of 4.85 miles is estimated in the Table 24 below. A figure showing the location of the project is shown in Figure 16.

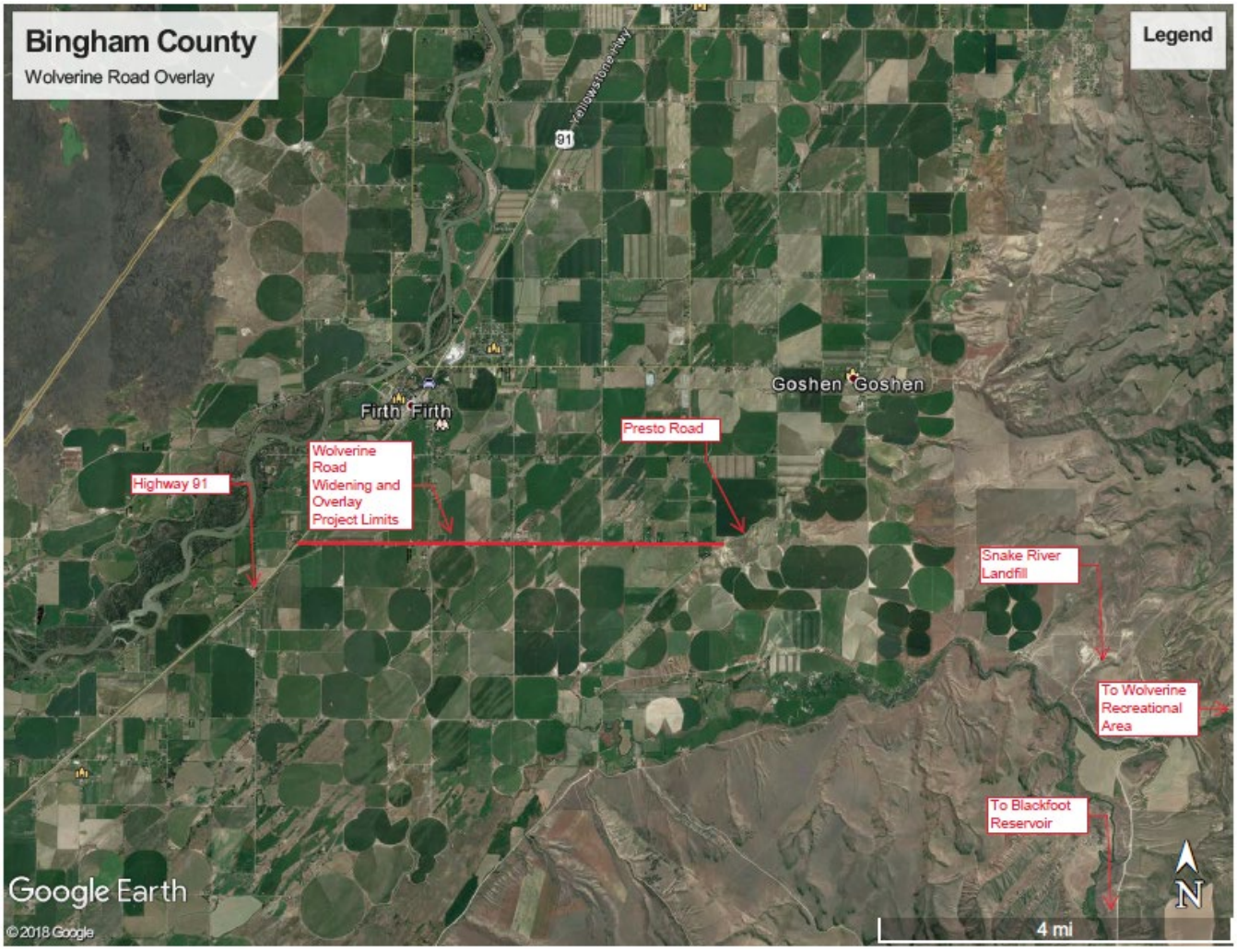


Figure 16 - Wolverine Road Improvements Map

Table 24 - Wolverine Road Improvements Cost Estimate

Item Description	Quantity	Unit	Unit Price	Bid Amount
Mobilization	1	LS	$10,000.00	$10,000
Large Bridge Structure Widening	5	EA	$50,000.00	$250,000
Small Structure/Culvert Extension	7	EA	$5,000.00	$35,000
Gravel Widening	11,381	SY	$15.00	$170,720
Plant Mix Pavement	68,288	SY	$15.00	$1,024,320
Pavement Line Markings	1	LS	$10,000.00	$10,000
Construction Surveying	1	LS	$12,500.00	$12,500
Material Testing	1	LS	$20,000.00	$20,000
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$1,533,000**

*Cost does not include engineering fees or contingency amount.

Rose Road Right Turn Lane Improvements:

A turn bay for FED EX and 80 W. Street will be installed for improved traffic flow and safety. The commercial/industrial development in this area is creating a large amount of traffic, especially truck traffic, and the installation of a turning lane would greatly improve traffic flow and safety. The turning lane is approximately 12 feet wide and 1300 feet long starting at the on/off ramp of I-15 and continuing west to the road entrance located on the west side of the Fed-Ex facility.

Table 25 - Rose Road Improvements

Item Description	Quantity	Unit	Unit Price	Estimated Cost
Mobilization	1	LS	$10,000.00	$10,000
Gravel Widening	1800	SY	$15.00	$27,000
Plant Mix Pavement	1800	SY	$15.00	$27,000
Pavement Line Markings	1	LS	$2,500.00	$2,500
Construction Surveying	1	LS	$4,000.00	$3,000
Material Testing	1	LS	$5,000.00	$3,500
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$73,000**

*Cost does not include engineering fees or contingency amount.

Figure 17 - Rose Road Turn Bay Improvements Map

Strang Road (W 1400 S):

Due to the surface failure between 2400 W and 2700 W, a scrub coat and micro surface treatment is recommended to extend the life of the existing roadway. There is approximately 3 miles of roadway recommended for surface treatment.

Table 26 - Strang Road Improvements Cost Estimate

Item Description	Quantity	Unit	Unit Price	Estimated Cost
Mobilization	1	LS	$10,000.00	$10,000
Scrub Coat	45,560	SY	$3.00	$136,680
Gravel Widening	7,040	SY	$15.00	$105,400
Micro Surface Treatment	45,560	SY	$1.50	$68,340
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$320,000**

*Cost does not include engineering fees or contingency amount.

Figure 18 - Strang Road Improvements

Homestead Road (W 2100 S):

The roadway section of pavement is only approximately 20-feet wide which is very narrow for vehicles to travel. This section of roadway has large truck traffic as it services a beet storage facility, a farm to market route, and large agricultural vehicles commonly travel this roadway section. It is recommended that the roadway be widened to the county standard of 24-feet of asphalt surface with 2-foot gravel shoulders at minimum. There is approximately 5 miles of roadway to widen as part of this project starting at SH-39 and traveling west to S. 3300 W.

Table 27 - Homestead Road Improvements Cost Estimate

Item Description	Quantity	Unit	Unit Price	Estimated Cost
Mobilization	1	LS	$10,000.00	$10,000
Gravel Widening Aggregate	23,466	SY	$15.00	$351,990
Plant Mix Pavement (widen section)	11,733	SY	$15.00	$176,000
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$538,000**

*Cost does not include engineering fees or contingency amount.

Figure 19 - Homestead Road Improvements

Liberty Road (W. 200 S.)

Rehabilitate failed roadway using a Cement Recycled Asphalt Base Stabilization (CRABS) method to increase roadway's ability to handle high number of truck traffic. The roadway is assumed to have some good materials on the road as it has held together for multiple years under the heavy trucks and high use of the roadway. There is approximately 8 miles of roadway to rehabilitate starting at SH-39 and traveling west to S. 2100 W. The new roadway will need to meet the current county roadway standard of 24-feet of asphalt surface. The asphalt mat is anticipated to be 3-inches in thickness due to the volume of truck/farm traffic on this roadway. An actual CRABS mix design will need to be completed based on actual material on the existing roadway as the estimate is based on assumptions of material and mix design.

Table 28 - Liberty Road Improvements Cost Estimate

Item Description	Quantity	Unit	Unit Price	Estimated Cost
Mobilization	1	LS	$10,000.00	$10,000
Cement	190	Ton	$270.00	$51,500
Pulverizing	103253	SY	$1.60	$165,205
Gravel Widening	18773	SY	$15.00	$281,595
Plant Mix Pavement	131,413	SY	$15.00	$1,971,200
Construction Surveying	1	LS	$12,500.00	$12,500
Material Testing	1	LS	$20,000.00	$20,000
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$2,512,000**

*Cost does not include engineering fees or contingency amount.

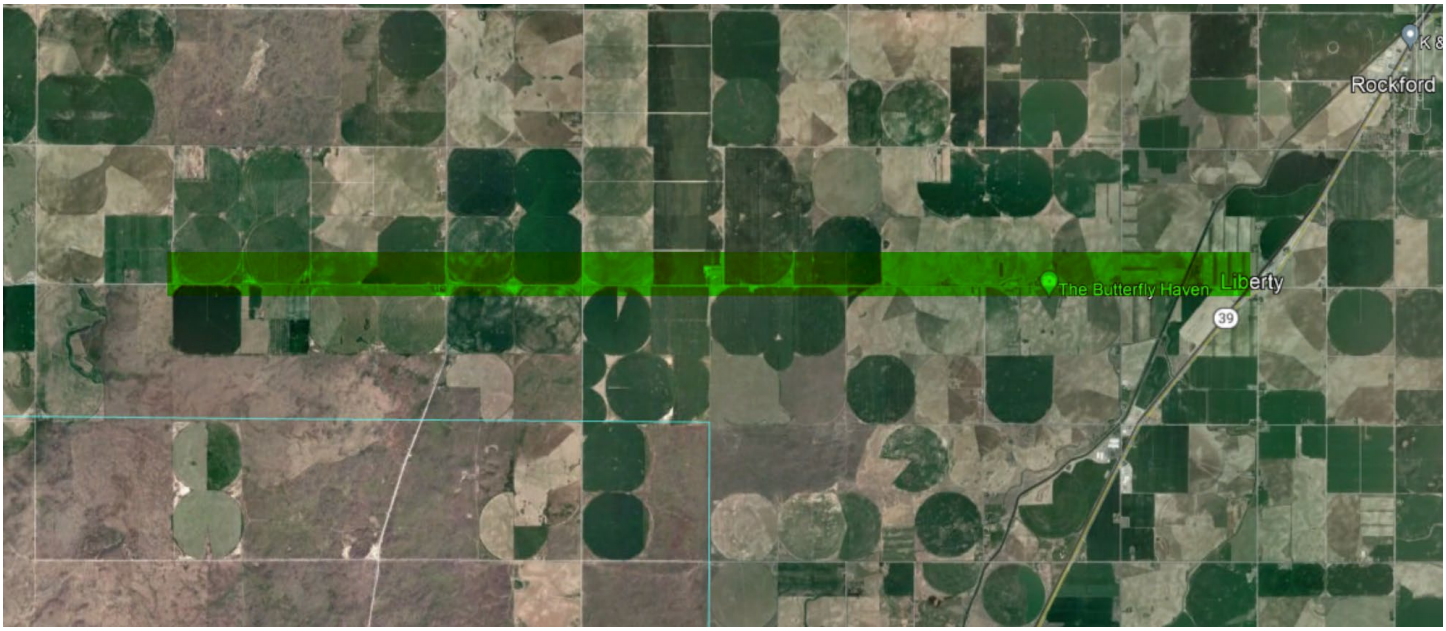


Figure 20 - Liberty Road Improvements

East River Road:

East River Road had a section that was identified to have a PCI value less than 65 and is recommended that the roadway be rehabilitated. It is recommended to pulverize the existing asphalt and gravel layers of the road to utilize the existing materials and provide an improved subbase material for the new roadway. Once the roadway is pulverized it is recommended to place at least 4-inches of new ¾-inch aggregate for an adequate roadway base and then a new 2.5-inch asphalt mat for the surface. The identified roadway section starts at N 450 E and travels west along East River Road approximately 1.75 miles to Berggren Lane. The roadway is currently approximately 22-feet wide. The new roadway will be 24-feet wide of asphalt to meet current county roadway standards.

Table 29 – East River Road Improvements Cost Estimate

Item Description	Quantity	Unit	Unit Price	Estimated Cost
Mobilization	1	LS	$25,000.00	$25,000
Pulverizing Existing Asphalt	24,640	SY	1.60	$39,424
Gravel Widening	4,107	SY	$15.00	$61,605
Plant Mix Pavement	28,746	SY	$15.00	$400,500
Construction Surveying	1	LS	$12,500.00	$12,500
Material Testing	1	LS	$10,000.00	$10,000
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$549,000**

*Cost does not include engineering fees or contingency amount.

Figure 21 - East River Road Rehabilitation

Groveland Road Improvements (Tressle Road to Highway 26)

Groveland road is a minor arterial roadway that has a large volume of traffic on it. This area is a major area for development which will increase the volume of traffic on it as more and more subdivisions are completed. The roadway surface is showing fatigue and needs to be addressed. The recommended treatment at this time would be a scrub coat and a thin (2-inch) hot mix overlay, or similar treatment. The roadway surface is approximately 24-feet which meets the current county standard for a roadway. There may be a need in the future for a wider roadway to accommodate increased traffic and more subdivisions finalized in the area, or at least a center turning lane and/or right turning lane at major intersections. This project would start at SH-26 and travel north along Groveland Road approximately 2.5 miles to Tressle Road.

Table 30 – Groveland Road Improvements Cost Estimate

Item Description	Quantity	Unit	Unit Price	Estimated Cost
Mobilization	1	LS	$10,000.00	$10,000
Scrub Coat	35,200	SY	$2.00	$70,400
Microsurface Treatment	35,200	SY	$1.50	$52,800
Estimated Construction Subtotal (Rounded to Nearest Thousand)				**$133,000**

*Cost does not include engineering fees or contingency amount.

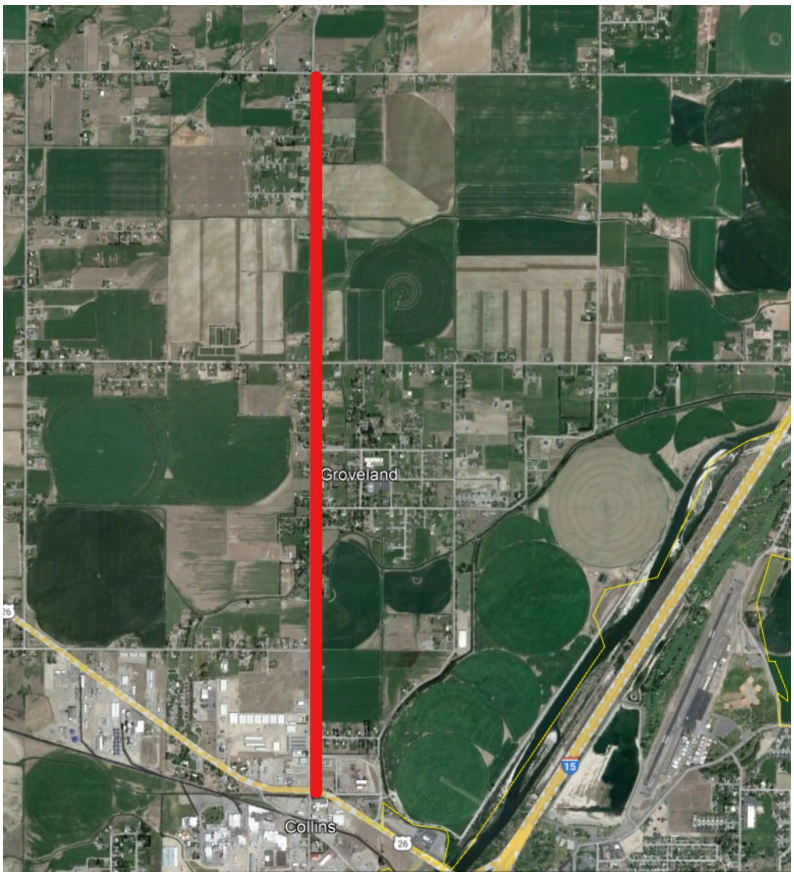


Figure 22 - East River Road Bank Stabilization

4.1.2.3. Bridge (20-foot or larger span) Improvements

Scott Road Bridge (W. 100 E.) Key #23060

The Scott Road Bridge was last inspected on March 11, 2021 and was given a rating of "Poor". The bridge is 58 years old and has reached the end of its design life. It is recommended that the bridge be replaced with a new structure. The current structure is 92-feet in length with 2 spans. It is recommended the County submit a Leading Idaho Local Bridge (LILB) Program application through LHTAC to assist with funds for bridge replacement. The LILB applications are due June 8, 2022.

Estimated bridge replacement cost is $750,000

Figure 23 – Scott Road Bridge

Tilden/Peoples Bridge (200 S/Hann Rd) Bridge Replacement (W 200 S) Key #22380

The Tilden/Peoples bridge carries W 200 S (Hahn Road) and crosses over the Peoples Canal. The bridge was originally built in 1964 and has a span of 28-feet that currently is 2 lanes wide. The bridge is currently posted for load and rated in fair condition based on the inspection report dated November 2, 2021. Due to the age of the bridge, it is generally recommended to replace the bridge with a precast bridge structure. There may be the possibility of performing a less expensive rehabilitation that may be able to remove the load posting and extend the life of the bridge a few more years, but at this time due to the age of the bridge and the posting it is currently recommended to replace the bridge.

Estimated bridge replacement cost is $250,000

Figure 24 – Tilden/Peoples Bridge (200 S/Hann Rd)

4.3. Summary

The most difficult components of maintaining a transportation system can be doing so within a given budget. With typical weather conditions and other maintenance concerns using a portion of the limited annual budget, certain issues were allotted a portion as shown in Table 31. These values were estimated from the past amounts the County has paid for these maintenance needs over the most recent years. Table 31 below shows the recommended breakup of the projects to better fit the County's budget over time. The cost to maintain these projects will always yield less than the required amount to repair the above projects. For this reason, it is recommended to seek funding for all projects over $500,000 from external sources. Some potential funding sources are compiled in Chapter 5.

Table 31 - Allotted Budget Break Down

Budget Items:	Annual Budget:	
Seal coat Micro/Chip Seal Budget	$	1,978,000
Gravel Road Budget	$	3,255,000
Capital Equipment Budget	$	434,500
Sign Maintenance	$	66,000
Culvert and Bridge Maintenance/Installation/Replacements Budget	$	354,000
Winter Maintenance Budget	$	585,000
Average Miscellaneous Costs	$	587,500
Estimated Annual Total:	$	7,260,000

Chapter 5 Funding

Many sources of project funding are available to Bingham County. These funding opportunities vary by type of project, project size, and local match. Available funding sources are detailed below.

Local Funding

- Idaho Users Revenue Fund
- Vehicle Registration Fees
- Impact Fees

State and Federal Funding

- Local Highway Technical Assistance Council
- Local Rural Highway Investment Program (LRHIP)
- Surface Transportation Program (STP) Local Rural
- Local Highway Safety Improvement Program (LHSIP)
- Children Pedestrian Safety Program (CPSP)
- Federal Bridge Program
- Federal Lands Access Program (FLAP)
- Community Choices for Idaho Transportation Alternatives Program (TAP)

5.1. Local Funding

The most prevalent forms of funding for local (county and city) roadway needs are as follows:

Idaho Users Revenue Fund is the primary source for ongoing roadway maintenance and rehabilitation. The funds are collected by the state in the form of motor fuel taxes and license fees. It is distributed annually to all governmental units responsible for roadway maintenance based on a formula that considers population and number of roadway miles in the jurisdiction.

Vehicle Registration Fees - The Idaho Code allows counties to raise revenue by increasing vehicle-registration fees. Section 49-207 of the Idaho Code states that “the voters of any county may authorize the board of county commissioners to adopt an ordinance by majority vote of the board of county commissioners to implement and collect motor vehicle registration fee not to exceed two (2) times the amount established in section 49- 402”. Section 49-402 stipulates state licensing fees for all vehicles less than 8,000 pounds gross vehicle weight.

Impact Fees - The number of county and city jurisdictions that are imposing impact fees on development is increasing. To do so it is necessary to determine the ultimate (build-out) improvement needs, the proportion related to new development, and a fee schedule based on a rational connection between development induced needs and fees. This can be an important source of revenue. However, rarely does this source of revenue pay for the full cost of constructing the roadway system and fees are usually not applicable for maintenance functions.

Property Taxes are the primary means by which local governments raise money to provide services. They are also perhaps the most politically unpopular method. Although these taxes may have minor to no impact to the budget, it is increasingly clear that all forms of funding (state and local) will need to be increased as roadway needs continue to grow.

5.2. State and Federal Funding

Much of the information on State and Federal Funding presented below is available on the Local Highway Technical Assistance Council's (LHTAC's) website. State and Federal funding programs are being updated constantly, so check their website at www.lhtac.org for the latest information.

5.2.1. Local Rural Highway Investment Program (LRHIP)

The Local Rural Highway Investment Program (LRHIP) is financed through an exchange of federal STP-Rural funds by LHTAC with the Idaho Transportation Department at $0.61 per $1.00 up to a maximum of $2.8 million in state funds. The program has four categories of grant types: Transportation Planning Grants ($50,000 max), Sign Grants ($30,000 max), Construction Grants ($100,000 max), and Federal-Aid Match Grants ($100,000 max). Through these grants, the program provides funding for road paving, drainage structure replacement, signage upgrades, transportation planning, reconstructing roadways, and most other types of construction on any public road. Matching funds are encouraged but not required. If the project is $50,000 or more, the work must be contracted out or used exclusively for the purchase of materials.

Each September LHTAC makes the application available to all Local Highway Jurisdictions NOT located within a city of over 5,000 population. The applications are typically due by early December. The applications are ranked by the members of the LHTAC board, and the results made available after the March Council meeting each year. Effective July 2012, all jurisdictions who are awarded a construction grant are put on a one-year hiatus from applying for construction grants. This allows LHTAC to award these grants to more jurisdictions throughout the state.

LHTAC reserves $200,000 of this fund annually to help with emergency type projects. Up to $100,000 can be applied for to help with an emergency. If you have an emergency and you need additional information on the LRHIP Program, visit the LHTAC website at www.lhtac.org.

5.2.2. Surface Transportation Program (STP)

Surface Transportation Program (STP) Local Rural funds are allocated for projects in rural areas, and in cities with populations below 5,000. They may be used for new construction, reconstruction or rehabilitation of roadways functionally classified with FHWA as rural major collectors or arterials with a small percentage allowed for minor collectors. STP funds can also be used for activities such as transportation planning and corridor studies. The local match requirement is 7.34 percent. The Idaho Transportation Board has designated approximately $10 million annually for the Program. The funds are awarded through the Local Federal-aid Incentive Program administered by LHTAC.

Eligible projects are identified, prioritized, and requested by the Local Highway Jurisdictions through a formal project application process November through February. Project proposals are reviewed and ranked by LHTAC and a prioritized list of projects, based on funding, is then presented to the Idaho Transportation Board, for inclusion in the draft Statewide Transportation Improvement Program (STIP) in June.

5.2.3. Local Highway Safety Improvement Program (LHSIP)

Beginning in 2014, the Idaho Transportation Improvement Program (ITIP) has approximately $48.9 million available for the Local Highway Safety Improvement Program (LHSIP). This money is the Local Highway Jurisdictions' (LHJ) portion of the state's Highway Safety Improvement funds. Funds are for projects to improve the safety as single site locations or for utilizing a systemic approach in multiple locations. The local or state match requirement is 7.34 percent.

Funds are distributed based on ITD District and an analysis of highway miles, vehicle miles traveled, and 5-year crash data (specifically fatalities and serious injury crashes). Eligible jurisdictions are notified in writing by LHTAC staff and receive applications and project identification instructions. Projects are ranked according to individual cost-benefit

ratios. Projects are funded first based on their cost-benefit ratio within their ITD District, and then by their overall cost-benefit ratio throughout the state. Final project selection is by the Idaho Transportation Board.

5.2.4. Federal Bridge Program

The bridge program provides funds for replacement or rehabilitation of bridges. LHTAC continues to take applications for Bridge Replacement Projects on the local highway system. To qualify for Bridge Replacement funds, it must meet all four of the following criteria:

- Must be in the National Bridge Inventory (NBI) Database, which requires that the bridge be longer than 20 feet and that it must carry a public road.
- The bridge must have a sufficiency rating of less than 50 as shown on Annual Bridge inspection Reports.
- The bridge must be classified as either structurally deficient or functional obsolete or both.
- If the sufficiency rating is less than 75, bridge funds may be used for rehabilitation.

The Idaho Transportation Board makes 35 percent of the Bridge funds available to use on local (non-state highway) bridges. Presently, there is approximately $5 million in the "On-System" Program and $3.8 million in the "Off-System" Program with a 7.34 percent local match.

5.2.5. Federal Lands Access Program (FLAP)

The Federal Lands Access Program (FLAP) was created by the “Moving Ahead for Progress in the 21st Century Act” (MAP-21) to improve access to federal lands. The program is administered by FHWA, Western Federal Lands Highway division. It is directed towards Public Highways, Roads, Bridges, Trails, and Transit systems that are under state, county, town, township, tribal, municipal, or local government jurisdiction or maintenance and provide access to federal lands.

The goal of the Access Program is to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is designed to provide flexibility for a wide range of transportation projects.

See their website for the most current eligible project types and program status:

https://highways.dot.gov/federal-lands/programs-access

5.2.6. Transportation Alternatives Program (TAP)

The Idaho Transportation Department's Division of Transportation Performance administers a variety of programs funded through FHWA, including the Transportation Alternatives Program (TAP), formerly known as Community Choices for Idaho (CC4I). The purpose of TAP is to advance ITD's strategic goals of Mobility, Safety, and Economic Opportunity while maximizing the use of federal funds to provide for a variety of alternative transportation projects to address the needs of non-motorized users. The program will (1) provide a two-year application cycle to solicit locally identified projects and (2) leverage potential federal funding opportunities for sponsored projects.

See their website for the most current eligible project types and program status:

https://itd.idaho.gov/alt-programs/

Chapter 6 Appendices

6.1. Appendix A: Road Inventory

6.1.1. Road Data

Table 32 - Road Segment Data

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
1379	BUTTE ROUND RD	0	0.069	24	0	0	Local
1289	AIRPORT RD	0	0.070	24	0	0	Local
1593	CUSHMAN RD	0	0.078	24	0	0	Local
3648	MORELAND PIT RD	45	0.196	24	0	0	Local
2155	E RIVER RD	49	1.776	24	1178	1437	Major Collector
1749	HILLTOP RD	57	0.196	24	661	807	Major Collector
2669	MITCHELL LN	59	0.644	24	0	0	Local
2020	SECOND ST	60	0.102	24	0	0	Local
2668	MITCHELL LN	60	0.504	24	0	0	Major Collector
3784	BLACKFOOT RIVER RD	60	0.751	24	0	0	Local
1780	TAYLOR RD	63	0.991	24	0	0	Local
2504	IDAHO RD	65	0.028	24	0	0	Local
839	MERKLEY LN	65	0.151	24	1520	1855	Minor Collector
3580	MERKLEY LN	65	0.158	24	1520	1855	Local
2670	MITCHELL LN	65	0.362	24	0	0	Local
3370	CHANDLER RD	66	0.208	24	0	0	Local
2827	HANSON LN	66	0.995	24	0	0	Local
2965	WOLVERINE RD	66	2.416	24	363	443	Minor Collector
1610	CAMMACK RD	67	0.064	24	0	0	Local
1613	CANNON AVE	67	0.067	24	0	0	Local
2015	LINDY DR	67	0.117	24	0	0	Local
2082	524 W	67	0.236	24	0	0	Local
3162	WOODVILLE RD	68	0.452	24	834	1018	Major Collector
1790	PIONEER RD	69	0.034	24	2131	2600	Local
2031	3RD ST	69	0.098	24	0	0	Local
2021	SECOND ST	69	0.099	24	0	0	Local
2022	SECOND ST	69	0.104	24	0	0	Local
1791	PIONEER RD	69	0.181	24	2131	2600	Minor Collector
2804	WOODVILLE CHURCH RD	69	0.344	24	0	0	Local
1798	PIONEER RD	69	0.379	24	2131	2600	Minor Collector
1649	SAGE RD	69	0.468	24	0	0	Local
1799	PIONEER RD	69	0.985	24	2131	2600	Minor Collector
1612	CANNON AVE	70	0.031	24	0	0	Local
1608	HILL RD	70	0.069	24	0	0	Local
1611	THIRD ST	70	0.091	24	0	0	Local
2032	3RD ST	71	0.105	24	0	0	Local
1474	GRANDVIEW RD	71	1.783	24	0	0	Local
3356	MCDONALDVILLE RD	72	0.538	24	0	0	Local
2597	340 N	73	0.087	24	0	0	Local
1809	GROVELAND RD	73	0.123	24	2874	3507	Minor Arterial
2044	GROVELAND RD	73	0.133	24	2874	3507	Local
2577	CRESTWOOD RD	73	0.141	24	0	0	Local
2116	ROSE RD	73	0.499	24	3062	3736	Minor Arterial
2154	E RIVER RD	73	0.820	24	0	0	Major Collector
2153	E RIVER RD	73	0.899	24	0	0	Major Collector
1657	RIVER RD	73	1.004	24	1178	1437	Local
1346	FAIRVIEW RD	73	1.019	24	0	0	Local
2008	GROVELAND RD	74	0.071	24	500	610	Minor Arterial
2152	E RIVER RD	74	0.180	24	0	0	Major Collector
2010	GROVELAND RD	74	0.232	24	2874	3507	Minor Arterial
3705	WICKS RD	74	0.373	24	0	0	Local
2115	ROSE RD	74	0.422	24	3062	3736	Minor Arterial
1348	FAIRVIEW RD	74	0.515	24	0	0	Local
2606	WICKS RD	74	0.630	24	0	0	Local
2120	GROVELAND RD	74	0.988	24	500	610	Minor Arterial
1422	STRANG RD	74	1.008	24	354	432	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
3128	WEEDING LN	74	1.892	24	513	626	Local
3263	W TABER RD	75	0.174	24	0	0	Local
3264	W TABER RD	75	0.333	24	0	0	Local
2721	STERLING NORTH RD	75	0.359	24	143	174	Minor Collector
2089	EVIE LN	75	0.454	24	0	0	Local
2841	CEDAR VIEW RD	75	0.499	24	0	0	Local
1647	STECKLEIN RD	75	0.501	24	0	0	Minor Collector
2393	MONROE RD	75	0.741	24	0	0	Local
2395	MONROE RD	75	0.997	24	0	0	Local
2009	UGAKI RD	76	0.072	24	0	0	Local
3688	GROVELAND RD	76	0.096	24	500	610	Minor Arterial
3687	GROVELAND RD	76	0.105	24	500	610	Minor Arterial
2149	N LAVASIDE RD	76	0.158	24	0	0	Minor Collector
2023	NORTH ST	76	0.174	24	0	0	Local
2027	CHURCH ST	76	0.176	24	0	0	Local
2127	GROVELAND RD	76	0.220	24	500	610	Minor Arterial
2126	GROVELAND RD	76	0.221	24	500	610	Minor Arterial
2462	RIVERTON RD	76	0.249	24	668	815	Major Collector
3463	ARCHERY RANGE RD	76	0.254	24	0	0	Local
2335	PIONEER RD	76	0.501	24	2131	2600	Local
2113	RISING RIVER RD	76	0.507	24	0	0	Major Collector
2129	GROVELAND RD	76	0.585	24	500	610	Minor Arterial
2148	N LAVASIDE RD	76	0.833	24	0	0	Minor Collector
2168	HIGHLINE RD	76	1.005	24	167	204	Local
2427	CANYON RD	76	1.053	24	332	405	Local
3163	WOODVILLE RD	76	1.200	24	834	1018	Local
2810	HAYES PROJECT RD	76	1.934	24	0	0	Local
2110	RISING RIVER RD	76	2.521	24	0	0	Major Collector
2037	WORTHEN RD	77	0.100	24	0	0	Local
2026	NORTH ST	77	0.115	24	0	0	Local
2999	W OAK ST	77	0.139	24	0	0	Local
2039	YANCEY ST	77	0.201	24	0	0	Local
1753	HILLTOP RD	77	0.221	24	661	807	Major Collector
2158	GOSHEN RD	77	0.226	24	949	1158	Major Collector
2479	WASHINGTON RD	77	0.273	24	0	0	Local
2292	SWENSEN RD	77	0.309	24	0	0	Local
3462	ARCHERY RANGE RD	77	0.460	24	0	0	Local
1800	PIONEER RD	77	0.501	24	2131	2600	Minor Collector
3267	CEDAR VIEW RD	77	0.503	24	0	0	Local
2714	SPRINGFIELD TABER RD	77	0.503	24	111	135	Major Collector
1788	PIONEER RD	77	1.005	24	2131	2600	Minor Collector
1350	FAIRVIEW RD	77	1.015	24	0	0	Local
1272	HOMESTEAD RD	77	1.019	24	0	0	Minor Collector
2028	CHURCH ST	78	0.103	24	0	0	Local
2024	NORTH ST	78	0.104	24	0	0	Local
2029	CHURCH ST	78	0.108	24	0	0	Local
2025	NORTH ST	78	0.109	24	0	0	Local
2030	CHURCH ST	78	0.113	24	0	0	Local
1941	W TABER RD	78	0.124	24	0	0	Local
3200	AZALIA LN	78	0.389	24	0	0	Local
2483	JOHNSON RD	78	0.471	24	0	0	Local
1579	STERLING NORTH RD	78	0.503	24	143	174	Minor Collector
2146	HAVENS RD	78	0.505	24	0	0	Local
2710	JUDGE RD	78	0.768	24	0	0	Local
1768	TILDEN RD	78	0.781	24	685	836	Major Collector
3336	N LAVASIDE RD	78	0.997	24	0	0	Minor Collector
1811	RIVER RD	78	2.005	24	1178	1437	Local
1888	THOMAS RD	79	0.100	24	1133	1382	Major Collector
1632	CHANDLER RD	79	0.112	24	0	0	Local
1858	UNIVERSITY ST	79	0.129	24	0	0	Local
2051	GROVELAND RD	79	0.213	24	2874	3507	Local
2077	TRANSFER STATION RD	79	0.236	24	0	0	Local
3165	HORSESHOE RD	79	0.250	24	0	0	Local
3368	PARTRIDGE RD	79	0.256	24	0	0	Local
1889	THOMAS RD	79	0.265	24	1133	1382	Major Collector

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
3333	LARSEN RD	79	0.274	24	408	498	Local
2439	NEW SWEDEN RD	79	0.435	24	3710	4527	Minor Arterial
1626	RUFF RD	79	0.492	24	0	0	Local
2109	RISING RIVER RD	79	0.506	24	0	0	Major Collector
2284	HORSESHOE RD	79	0.673	24	0	0	Local
1668	WILLOW RD	79	0.733	24	100	122	Local
1245	SCHROEDER RD	79	0.857	24	0	0	Local
1317	DEAN SUB RD	79	0.996	24	0	0	Major Collector
2399	MONROE RD	79	1.007	24	0	0	Local
1590	STECKLEIN RD	79	1.499	24	0	0	Minor Collector
2677	CROMWELL LN	79	1.619	24	0	0	Local
1672	LIBERTY RD	79	1.914	24	355	433	Major Collector
3123	LIBERTY RD	79	1.998	24	355	433	Local
1393	S POWERLINE RD	80	0.069	24	0	0	Minor Collector
1903	GRANT AVE	80	0.126	24	0	0	Local
1394	S POWERLINE RD	80	0.137	24	0	0	Minor Collector
1907	GRANT AVE	80	0.380	24	0	0	Local
2130	N GROVELAND RD	80	0.445	24	500	610	Minor Arterial
2716	SPRINGFIELD TABER RD	80	0.501	24	111	135	Major Collector
1694	SHEEPTRAIL RD	80	0.501	24	0	0	Local
2195	GOSHEN RD	80	0.739	24	949	1158	Local
1646	STECKLEIN RD	80	0.749	24	0	0	Minor Collector
1268	HOMESTEAD RD	80	0.994	24	0	0	Minor Collector
2394	MONROE RD	80	0.999	24	0	0	Local
2362	HAVENS RD	80	1.098	24	0	0	Local
3416	RIVER RD	81	0.004	24	852	1040	Local
3417	RIVER RD	81	0.004	24	852	1040	Minor Arterial
3415	RIVER RD	81	0.031	24	852	1040	Minor Arterial
2140	W RIVER RD	81	0.050	24	586	715	Local
2150	N LAVASIDE RD	81	0.078	24	0	0	Minor Collector
2043	ROWE DR	81	0.243	24	0	0	Local
3172	W RIVER RD	81	0.323	24	586	715	Major Collector
2139	RIVER RD	81	0.361	24	852	1040	Major Collector
2408	BASELINE RD	81	0.363	24	0	0	Major Collector
3560	EMERALD RD	81	0.377	24	0	0	Local
2151	N LAVASIDE RD	81	0.423	24	0	0	Major Collector
2409	BASELINE RD	81	0.492	24	0	0	Major Collector
1767	SHEEPTRAIL RD	81	0.495	24	0	0	Local
1766	SHEEPTRAIL RD	81	0.497	24	0	0	Local
2833	STANTON RD	81	0.499	24	0	0	Local
1347	FAIRVIEW RD	81	0.519	24	0	0	Local
2163	HIGHLINE RD	81	0.649	24	167	204	Local
2299	RIVERVIEW SCHOOL RD	81	0.856	24	0	0	Local
1870	TILDEN RD	81	0.997	24	685	836	Major Collector
1871	TILDEN RD	81	0.999	24	685	836	Major Collector
2254	N WAPELLO RD	81	1.000	24	322	393	Minor Collector
3133	FOUNDRY RD	81	1.081	24	0	0	Local
1781	PIONEER RD	82	0.009	24	2131	2600	Minor Collector
2579	CRESTWOOD RD	82	0.113	24	0	0	Local
1904	GRANT AVE	82	0.120	24	0	0	Local
3346	BASELINE RD	82	0.140	24	0	0	Local
3389	N 620 E	82	0.190	24	0	0	Local
1897	710 W	82	0.243	24	0	0	Local
3028	HEPWORTH LN	82	0.244	24	0	0	Minor Arterial
2303	STOLWORTHY RD	82	0.248	24	0	0	Local
3756	GRANDVIEW RD	82	0.255	24	0	0	Local
2430	CANYON RD	82	0.262	24	332	405	Minor Collector
2049	W COLLINS RD	82	0.298	24	0	0	Local
1925	CLARK RD	82	0.302	24	0	0	Local
1784	TAYLOR RD	82	0.452	24	0	0	Local
2124	MCDONALDVILLE RD	82	0.499	24	0	0	Local
2843	PARK RD	82	0.501	24	0	0	Minor Arterial
2234	E PRESTO RD	82	0.680	24	0	0	Local
1261	GAMBLE RD	82	0.850	24	0	0	Local
1924	CLARK RD	82	1.003	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
1656	SAGE RD	82	1.012	24	0	0	Local
1855	THOMAS RD	82	1.246	24	1133	1382	Major Collector
2111	RISING RIVER RD	82	1.483	24	0	0	Major Collector
3396	E 1450 N	83	0.051	24	0	0	Local
2217	WOLVERINE RD	83	0.058	24	363	443	Local
2722	STERLING NORTH RD	83	0.071	24	143	174	Minor Collector
1545	STERLING NORTH RD	83	0.073	24	143	174	Local
1369	POWERLINE RD	83	0.125	24	0	0	Local
1391	N POWERLINE RD	83	0.147	24	0	0	Minor Collector
2627	E RIVER RD	83	0.238	24	0	0	Major Collector
3564	HORSESHOE RD	83	0.321	24	0	0	Local
2405	BASELINE RD	83	0.353	24	0	0	Major Collector
2672	THOMPSON LN	83	0.501	24	0	0	Major Collector
2218	WOLVERINE RD	83	0.925	24	363	443	Major Collector
2381	FOUNDRY RD	83	1.000	24	0	0	Local
1827	LIBERTY RD	83	1.001	24	355	433	Major Collector
2436	STODDARD RD	83	1.004	24	0	0	Local
1755	HILLTOP RD	83	1.005	24	661	807	Major Collector
1395	BOAT DOCK RD	83	1.007	24	286	349	Local
1879	THOMAS RD	83	1.013	24	1133	1382	Major Collector
1940	W TABER RD	83	1.068	24	0	0	Local
2624	E RIVER RD	83	1.130	24	0	0	Major Collector
2863	ATOMIC CITY CONNECTOR	83	1.415	24	0	0	Minor Collector
3413	CINDER BUTTE RD	83	1.478	24	655	799	Major Collector
2879	E BERGGREN LN	83	1.856	24	0	0	Local
2320	LIBERTY RD	84	0.020	24	355	433	Major Collector
38	MAIN ST	84	0.034	24	0	0	Local
3587	YANCEY ST	84	0.049	24	0	0	Local
3588	YANCEY ST	84	0.056	24	0	0	Local
37	MAIN ST	84	0.062	24	0	0	Local
1754	HILLTOP RD	84	0.085	24	661	807	Major Collector
2602	S WAPELLO RD	84	0.087	24	0	0	Minor Collector
39	MAIN ST	84	0.095	24	0	0	Local
3696	BUTTE RD	84	0.096	24	0	0	Local
1372	BEACH RD	84	0.117	24	0	0	Local
1604	CAMMACK RD	84	0.126	24	0	0	Local
2201	CEDAR ST	84	0.129	24	0	0	Local
2103	PORTERVILLE RD	84	0.157	24	1340	1635	Minor Arterial
2326	COLONIAL LOOP	84	0.180	24	0	0	Local
3138	GROVELAND RD	84	0.184	24	500	610	Minor Arterial
2477	WASHINGTON RD	84	0.235	24	0	0	Local
2048	W COLLINS RD	84	0.245	24	0	0	Local
2478	WASHINGTON RD	84	0.245	24	0	0	Local
94	E RIVER RD	84	0.246	24	0	0	Local
1392	S POWERLINE RD	84	0.290	24	0	0	Minor Collector
2433	BUTTE RD	84	0.292	24	0	0	Local
2036	WORTHEN RD	84	0.303	24	0	0	Local
2425	CANYON RD	84	0.379	24	332	405	Local
1789	PIONEER RD	84	0.407	24	2131	2600	Minor Collector
2119	GROVELAND RD	84	0.462	24	500	610	Minor Arterial
2485	JOHNSON RD	84	0.502	24	0	0	Local
2431	BUTTE RD	84	0.617	24	0	0	Local
1619	CUSHMAN RD	84	0.650	24	0	0	Minor Arterial
1911	RIVERSIDE RD	84	0.876	24	0	0	Local
1665	CALDWELL LN	84	0.984	24	0	0	Local
1846	PARKS RD	84	1.000	24	2059	2512	Major Collector
1845	PARKS RD	84	1.006	24	2059	2512	Major Collector
1622	THURSTON RD	84	1.006	24	0	0	Local
1695	DEGIULIO RD	84	1.007	24	23	28	Local
1828	LIBERTY RD	84	1.007	24	355	433	Major Collector
2227	WOLVERINE RD	84	1.174	24	363	443	Major Collector
3154	COTTONWOOD LN	84	1.405	24	0	0	Local
1607	THIRD ST	85	0.063	24	0	0	Local
3830	GROVELAND RD	85	0.065	24	2874	3507	Minor Arterial
1375	BEACH RD	85	0.071	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
1373	BEACH RD	85	0.071	24	0	0	Local
1374	BEACH RD	85	0.073	24	0	0	Local
1859	UNIVERSITY ST	85	0.120	24	0	0	Local
1942	E MORELAND RD	85	0.128	24	0	0	Local
2407	BASELINE RD	85	0.137	24	0	0	Major Collector
3245	BEACH RD	85	0.149	24	0	0	Local
1376	BEACH RD	85	0.167	24	0	0	Local
3790	THOMAS RD	85	0.180	24	1133	1382	Major Collector
2887	TAYLOR HWY	85	0.239	24	1743	2127	Minor Arterial
3327	WHEELER RD	85	0.255	24	0	0	Minor Collector
2805	WOODVILLE RD	85	0.284	24	834	1018	Major Collector
1808	GROVELAND RD	85	0.305	24	2874	3507	Minor Arterial
2014	GROVELAND RD	85	0.427	24	2874	3507	Minor Arterial
2413	TAYLOR HWY	85	0.506	24	1743	2127	Minor Arterial
2415	COUNTRY CLUB RD	85	0.595	24	846	1032	Local
3324	THOMAS RD	85	0.639	24	1133	1382	Major Collector
3324	THOMAS RD	85	0.639	24	1133	1382	Major Collector
2406	BASELINE RD	85	0.858	24	0	0	Major Collector
2250	WEEDING LN	85	0.882	24	513	626	Local
3549	JAMESTON RD	85	0.898	24	846	1032	Minor Collector
1591	PARTRIDGE RD	85	0.998	24	0	0	Local
2353	W TABER RD	85	1.149	24	0	0	Major Collector
2300	KINGS RD	85	1.525	24	0	0	Local
2185	SUGAR FACTORY RD	86	0.064	24	1032	1259	Major Collector
2004	HALE RD	86	0.064	24	0	0	Local
2203	CENTER ST	86	0.083	24	0	0	Local
2202	CENTER ST	86	0.085	24	0	0	Local
2598	WICKS RD	86	0.087	24	0	0	Local
40	MAIN ST	86	0.092	24	0	0	Local
3393	E 1450 N	86	0.094	24	0	0	Local
1246	SCHROEDER RD	86	0.110	24	0	0	Local
2404	BASELINE RD	86	0.156	24	0	0	Major Collector
2005	CAPRICORN CV	86	0.187	24	0	0	Local
3251	TAYLOR HWY	86	0.271	24	1743	2127	Minor Arterial
2298	RIVERVIEW SCHOOL RD	86	0.489	24	0	0	Local
2835	JAMESTON RD	86	0.503	24	846	1032	Minor Collector
2720	CEMETERY RD	86	0.505	24	0	0	Local
1961	MORELAND RD	86	0.616	24	1141	1392	Minor Arterial
2392	SUGAR FACTORY RD	86	0.928	24	1032	1259	Major Collector
2607	WICKS RD	86	1.001	24	0	0	Local
2187	SAND CREEK RD	86	1.001	24	0	0	Local
2808	CINDER BUTTE RD	86	1.001	24	655	799	Local
2186	SAND CREEK RD	86	1.003	24	0	0	Local
1624	JUDGE RD	86	1.005	24	0	0	Local
1385	CEMETERY RD	86	1.006	24	0	0	Local
1770	HAHN RD	86	1.007	24	0	0	Major Collector
1673	LIBERTY RD	86	1.033	24	355	433	Major Collector
1296	DESERT RD	87	0.019	24	0	0	Minor Collector
2599	WICKS RD	87	0.035	24	0	0	Local
3719	WICKS RD	87	0.052	24	0	0	Local
2013	GROVELAND RD	87	0.068	24	500	610	Minor Arterial
2012	GROVELAND RD	87	0.102	24	500	610	Minor Arterial
2011	GROVELAND RD	87	0.102	24	500	610	Minor Arterial
3554	JAMESTON RD	87	0.105	24	846	1032	Minor Collector
2017	YANCEY ST	87	0.109	24	0	0	Local
2018	YANCEY ST	87	0.114	24	0	0	Local
1908	TAYLOR AVE	87	0.123	24	0	0	Local
2019	NAIDA AVE	87	0.144	24	0	0	Local
3536	WASHINGTON RD	87	0.180	24	0	0	Local
2603	S WAPELLO RD	87	0.184	24	0	0	Minor Collector
3555		87	0.192	24	0	0	Minor Collector
3352	NICKELS RD	87	0.198	24	0	0	Local
1664	CALDWELL LN	87	0.200	24	0	0	Local
2913	W GREENFIELDS DR	87	0.229	24	0	0	Local
2616	BROWNFIELD DR	87	0.281	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2604	WICKS RD	87	0.326	24	0	0	Local
2630	ARCHERY WAY	87	0.354	24	0	0	Local
1390	N POWERLINE RD	87	0.356	24	0	0	Minor Collector
2575	CRESTWOOD RD	87	0.370	24	0	0	Local
1417	EXPERIMENT STATION	87	0.391	24	288	351	Minor Collector
1779	TAYLOR RD	87	0.419	24	0	0	Local
2216	WOLVERINE RD	87	0.439	24	363	443	Major Collector
1270	HOMESTEAD RD	87	0.471	24	0	0	Minor Collector
2840	JAMESTON SCHOOL RD	87	0.502	24	0	0	Local
2426	CANYON RD	87	0.503	24	332	405	Minor Arterial
1660	STERLING NORTH RD	87	0.503	24	143	174	Minor Collector
2121	GROVELAND RD	87	0.505	24	500	610	Minor Arterial
1581	STERLING NORTH RD	87	0.505	24	143	174	Minor Collector
2214	WOLVERINE RD	87	0.514	24	363	443	Major Collector
2806	CINDER BUTTE RD	87	0.607	24	655	799	Major Collector
1691	SHEEPTRAIL RD	87	0.635	24	0	0	Local
3127	BUTTE RD	87	0.711	24	0	0	Local
3213	HANSEN LN	87	0.721	24	0	0	Local
3187	SHELLEY W RIVER RD	87	0.789	24	2448	2987	Minor Arterial
2167	HIGHLINE RD	87	0.921	24	167	204	Local
2321	ASH RD	87	0.995	24	0	0	Local
2435	STODDARD RD	87	0.996	24	0	0	Local
2605	WICKS RD	87	1.000	24	0	0	Local
2389	FIRTH-WAPELLO RD	87	1.001	24	165	201	Local
1775	TAYLOR RD	87	1.001	24	0	0	Local
2391	SUGAR FACTORY RD	87	1.001	24	1032	1259	Major Collector
1452	FINGAL RD	87	1.006	24	0	0	Local
2476	WASHINGTON RD	87	1.008	24	0	0	Local
1785	GOING RD	87	1.009	24	0	0	Local
2388	FIRTH-WAPELLO RD	87	1.032	24	165	201	Local
1269	HOMESTEAD RD	87	1.053	24	0	0	Minor Collector
3328	WHEELER RD	87	1.244	24	0	0	Minor Collector
2223	WOLVERINE RD	87	1.321	24	363	443	Major Collector
2241	FIRTH-WAPELLO RD	87	1.497	24	165	201	Minor Collector
2656	W RIVERTON RD	87	1.623	24	668	815	Major Collector
2253	N WAPELLO RD	87	1.724	24	322	393	Minor Collector
3350	LEMHI RD	87	2.028	24	605	738	Local
1991	FIRST SOUTH	88	0.067	24	0	0	Local
2200	CEDAR ST	88	0.082	24	0	0	Local
1989	S SUNNYSIDE DR	88	0.098	24	0	0	Local
1935	SUNSET LN	88	0.108	24	0	0	Local
1912	RIVERSIDE RD	88	0.123	24	0	0	Local
1979	SECOND EAST	88	0.124	24	0	0	Local
1977	SECOND EAST	88	0.125	24	0	0	Local
1958	CENTER ST	88	0.125	24	0	0	Local
1993	MORNINGSIDE DR	88	0.126	24	0	0	Local
1955	CENTER ST	88	0.126	24	0	0	Local
1980	SECOND EAST	88	0.127	24	0	0	Local
1978	SECOND EAST	88	0.128	24	0	0	Local
3411	E SUNNY SIDE DR	88	0.130	24	0	0	Local
3160	EVAN LN	88	0.174	24	0	0	Local
3749	WOODSON LN	88	0.186	24	0	0	Local
2165	HIGHLINE RD	88	0.209	24	167	204	Local
2625	ELK CREEK RD	88	0.216	24	0	0	Local
1988	W SUNNY SIDE DR	88	0.237	24	0	0	Local
3496	S RIVERTON RD	88	0.285	24	668	815	Major Collector
2069	JACOBSON LN	88	0.314	24	0	0	Local
1548	STERLING NORTH RD	88	0.357	24	143	174	Local
1659	RIVER RD	88	0.366	24	1178	1437	Local
1690	SHEEPTRAIL RD	88	0.366	24	0	0	Local
3581		88	0.456	24	0	0	Local
1986	LEMHI RD	88	0.457	24	605	738	Local
2252	WEEDING LN	88	0.461	24	513	626	Local
2136	LAMBERT RD	88	0.481	24	0	0	Local
3631	STANTON RD	88	0.499	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2070	JACOBSON LN	88	0.501	24	0	0	Local
1441	STRANG RD	88	0.505	24	354	432	Major Collector
3178	NAGISTY RD	88	0.507	24	0	0	Local
2138	LAMBERT RD	88	0.511	24	0	0	Local
2137	LAMBERT RD	88	0.513	24	0	0	Local
3012	KIMBALL RD	88	0.784	24	0	0	Local
2390	SUGAR FACTORY RD	88	0.833	24	1032	1259	Major Collector
2040	WORTHEN RD	88	0.909	24	0	0	Local
1285	AIRPORT RD	88	0.986	24	0	0	Local
1891	MORELAND RD	88	0.995	24	1141	1392	Minor Arterial
3013	ESCOTT RD	88	0.996	24	0	0	Local
1674	LIBERTY RD	88	0.997	24	355	433	Major Collector
2398	SUGAR FACTORY RD	88	1.001	24	1032	1259	Major Collector
1849	PARKS RD	88	1.001	24	2059	2512	Major Collector
1319	DEAN SUB RD	88	1.002	24	0	0	Minor Collector
2246	FIRTH RD	88	1.003	24	0	0	Local
1396	BOAT DOCK RD	88	1.004	24	286	349	Local
1552	YUMA RD	88	1.005	24	0	0	Local
1688	ASH RD	88	1.005	24	0	0	Local
2112	RISING RIVER RD	88	1.020	24	0	0	Major Collector
2351	W TABER RD	88	1.131	24	0	0	Major Collector
2096	JOHNSON RD	88	1.235	24	0	0	Local
2334	PIONEER RD	88	1.260	24	2131	2600	Local
3129	WEEDING LN	88	2.004	24	513	626	Local
3108	STRANG RD	88	2.012	24	354	432	Major Collector
3113	GRANDVIEW RD	88	2.014	24	0	0	Local
2235	E PRESTO RD	88	2.234	24	0	0	Local
2377	LEMHI RD	88	3.084	24	605	738	Minor Collector
2228	RATTLESNAKE RD	89	0.014	24	0	0	Local
2228	RATTLESNAKE RD	89	0.014	24	0	0	Local
2228	RATTLESNAKE RD	89	0.014	24	0	0	Local
3091	SLAUGH RD	89	0.081	24	0	0	Local
1990	E SUNNY SIDE DR	89	0.086	24	0	0	Local
1992	MORNINGSIDE DR	89	0.100	24	0	0	Local
1344	FAIRVIEW RD	89	0.101	24	0	0	Local
2108	SHOEMAKER RD	89	0.119	24	0	0	Local
3323	THOMAS RD	89	0.122	24	1133	1382	Major Collector
1802	PIONEER RD	89	0.124	24	2131	2600	Minor Collector
1974	FIRST SOUTH	89	0.125	24	0	0	Local
1969	FIRST NORTH	89	0.126	24	0	0	Local
1970	FIRST NORTH	89	0.126	24	0	0	Local
2007	PORTERVILLE RD	89	0.188	24	809	987	Minor Arterial
2464	RIVERTON RD	89	0.215	24	668	815	Major Collector
2717	LAKEVIEW RD	89	0.241	24	0	0	Local
1922	CLARK RD	89	0.259	24	0	0	Local
2160	FIRTH RD	89	0.283	24	0	0	Minor Collector
2106	SHOEMAKER RD	89	0.303	24	0	0	Local
2097	PORTERVILLE RD	89	0.315	24	809	987	Minor Arterial
3246	PARK RD	89	0.329	24	0	0	Minor Collector
2776	RATTLESNAKE RD	89	0.358	24	0	0	Local
3192	THOMAS RD	89	0.361	24	1133	1382	Major Collector
1637	CRYSTAL SPRINGS RD	89	0.453	24	0	0	Local
2632	MCDONALDVILLE RD	89	0.490	24	0	0	Local
2098	PORTERVILLE RD	89	0.496	24	809	987	Minor Arterial
2484	JOHNSON RD	89	0.500	24	0	0	Local
2766	LARSEN RD	89	0.501	24	408	498	Minor Collector
2633	MCDONALDVILLE RD	89	0.501	24	0	0	Local
1625	JUDGE RD	89	0.501	24	0	0	Local
2411	TAYLOR HWY	89	0.502	24	1743	2127	Minor Arterial
2682	RIVER RANCH RD	89	0.504	24	0	0	Local
2286	SHELLEY W RIVER RD	89	0.507	24	2533	3091	Minor Arterial
1878	THOMAS RD	89	0.508	24	1133	1382	Major Collector
2164	HIGHLINE RD	89	0.531	24	167	204	Local
1923	CLARK RD	89	0.534	24	0	0	Local
3195	RIVER RD	89	0.592	24	1178	1437	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
3176	BLACKHAWK RD	89	0.659	24	0	0	Local
2290	W RIVER RD	89	0.757	24	586	715	Minor Collector
2288	W RIVER RD	89	0.809	24	586	715	Minor Collector
1623	THURSTON RD	89	0.938	24	0	0	Local
2095	TRESSEL RD	89	0.992	24	0	0	Local
2621	ALANTIC RD	89	0.993	24	0	0	Local
3137	ROSE RD	89	0.993	24	3062	3736	Minor Arterial
2888	PARK RD	89	0.999	24	0	0	Minor Arterial
1877	TILDEN RD	89	1.001	24	685	836	Major Collector
2568	KIMBALL RD	89	1.003	24	0	0	Local
2145	SYRINGA LN	89	1.003	24	0	0	Local
1423	STRANG RD	89	1.010	24	354	432	Local
1551	YUMA RD	89	1.011	24	0	0	Local
2247	FIRTH RD	89	1.096	24	0	0	Local
2309	WILLOW RD	89	1.887	24	100	122	Minor Collector
2769	LARSEN RD	89	1.996	24	408	498	Minor Collector
3394	E 1450 N	90	0.047	24	0	0	Local
3683	PORTERVILLE RD	90	0.061	24	1340	1635	Minor Arterial
1605	RIVER RD	90	0.064	24	1178	1437	Local
3534	PARSONS RD	90	0.126	24	0	0	Local
3331	LARSEN RD	90	0.166	24	408	498	Minor Collector
1594	JUDGE RD	90	0.235	24	0	0	Local
2281	BASELINE RD	90	0.266	24	0	0	Local
2068	JACOBSON LN	90	0.311	24	0	0	Local
3535	PARSONS RD	90	0.330	24	0	0	Local
3332	LARSEN RD	90	0.334	24	408	498	Minor Collector
3533	PARSONS RD	90	0.547	24	0	0	Local
1777	TAYLOR RD	90	0.578	24	0	0	Local
1937	WILSON RD	90	0.767	24	1300	1586	Minor Collector
2323	TILDEN RD	90	0.769	24	685	836	Major Collector
2355	W TABER RD	90	0.905	24	0	0	Major Collector
2313	WILLOW RD	90	0.993	24	100	122	Minor Collector
2374	CEDAR HOLLOW RD	90	1.003	24	0	0	Local
2094	TRESSEL RD	90	1.003	24	0	0	Local
2340	WILSON RD	90	1.003	24	1300	1586	Local
1667	WILLOW RD	90	1.004	24	100	122	Local
1351	FAIRVIEW RD	90	1.008	24	0	0	Local
2308	WILLOW RD	90	1.145	24	100	122	Minor Collector
2354	W TABER RD	90	1.148	24	0	0	Major Collector
1848	PARKS RD	90	2.003	24	2059	2512	Major Collector
2311	WILLOW RD	90	2.004	24	100	122	Minor Collector
2901	1325 E	91	0.015	24	0	0	Minor Collector
2114	RISING RIVER RD	91	0.069	24	0	0	Local
2041	MANWARING DR	91	0.106	24	123	150	
2041	MANWARING DR	91	0.106	24	123	150	
3402	DESERT RD	91	0.122	24	0	0	Minor Collector
1967	FIRST EAST	91	0.124	24	0	0	Local
1973	FIRST EAST	91	0.125	24	0	0	Local
1975	FIRST EAST	91	0.126	24	0	0	Local
1968	FIRST EAST	91	0.128	24	0	0	Local
2016	YANCEY ST	91	0.172	24	0	0	Local
1867	WATSON LN	91	0.227	24	0	0	Local
3306	SCOTT RD	91	0.243	24	0	0	Local
2344	WILSON RD	91	0.252	24	1300	1586	Local
3159	W RIVERTON RD	91	0.256	24	668	815	Major Collector
3212	HANSEN LN	91	0.301	24	0	0	Local
1854	THOMAS RD	91	0.328	24	1133	1382	Major Collector
2680	SEEFRIED LN	91	0.331	24	0	0	Local
3119	BAIRD DR	91	0.365	24	206	251	Local
2819	WOODVILLE RD	91	0.390	24	834	1018	Major Collector
2222	WOLVERINE RD	91	0.409	24	363	443	Major Collector
1629	CHANDLER RD	91	0.428	24	0	0	Local
1361	HUNSINGER LOOP	91	0.439	24	0	0	Local
2463	RIVERTON RD	91	0.483	24	668	815	Major Collector
2003	PORTERVILLE RD	91	0.489	24	809	987	Major Collector

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2475	WASHINGTON RD	91	0.494	24	0	0	Local
2259	HANCOCK RD	91	0.499	24	0	0	Local
2414	PARK RD	91	0.500	24	0	0	Minor Arterial
2474	WASHINGTON RD	91	0.516	24	0	0	Local
1360	HUNSINGER LOOP	91	0.537	24	0	0	Local
1852	SCOTT RD	91	0.672	24	0	0	Local
2403	BASELINE RD	91	0.745	24	0	0	Major Collector
2657	S RIVERTON RD	91	0.757	24	668	815	Major Collector
2287	GREAT WESTERN CANAL RD	91	0.855	24	0	0	Local
1273	HOMESTEAD RD	91	0.902	24	0	0	Local
1424	STRANG RD	91	0.917	24	354	432	Local
1275	FUNK RD	91	0.996	24	254	310	Local
1880	THOMAS RD	91	0.998	24	1133	1382	Major Collector
2162	FIRTH RD	91	0.999	24	0	0	Minor Collector
3019	CANYON RD	91	1.001	24	332	405	Minor Collector
2221	WOLVERINE RD	91	1.001	24	363	443	Major Collector
1847	PARKS RD	91	1.002	24	2059	2512	Major Collector
1388	BOAT DOCK RD	91	1.005	24	286	349	Minor Collector
1773	HAHN RD	91	1.005	24	0	0	Local
1569	BUTTE ROUND RD	91	1.011	24	0	0	Local
2156	E RIVER RD	91	1.136	24	0	0	Major Collector
2349	W TABER RD	91	1.227	24	0	0	Major Collector
1787	WILSON RD	92	0.043	24	1300	1586	Minor Collector
3529	CINDY LN	92	0.049	24	0	0	Local
1915	SYCAMORE DR	92	0.050	24	0	0	Local
1783	TAYLOR RD	92	0.052	24	0	0	Local
1913	JUNIPER DR	92	0.057	24	0	0	Local
3691	SHELLEY W RIVER RD	92	0.062	24	2448	2987	Minor Arterial
1914	SYCAMORE DR	92	0.065	24	0	0	Local
1634	CHANDLER RD	92	0.070	24	0	0	Local
1615	CAMMACK RD	92	0.080	24	0	0	Local
1902	690 W	92	0.081	24	0	0	Local
3152	CEDAR GLENN PLACE	92	0.081	24	0	0	Local
1927	TWITCHELL DR	92	0.095	24	0	0	Local
2628	E RIVER RD	92	0.111	24	0	0	Major Collector
1901	690 W	92	0.119	24	0	0	Local
1939	WILSON RD	92	0.120	24	1300	1586	Minor Collector
3340	RIVER RD	92	0.121	24	852	1040	Minor Arterial
1953	FIRST SOUTH	92	0.122	24	0	0	Local
1909	690 W	92	0.122	24	0	0	Local
1950	SECOND WEST	92	0.124	24	0	0	Local
1959	FIRST SOUTH	92	0.125	24	0	0	Local
1952	SECOND WEST	92	0.125	24	0	0	Local
1951	SECOND WEST	92	0.128	24	0	0	Local
2265	BASELINE RD	92	0.134	24	0	0	Major Collector
3789	ROSE RD	92	0.170	24	3062	3736	Minor Arterial
3526	KELL LN	92	0.194	24	0	0	Local
3530	CORBY LN	92	0.201	24	0	0	Local
1997	PARKS RD	92	0.207	24	2059	2512	Major Collector
1996	PARKS RD	92	0.221	24	2059	2512	Major Collector
1815	RIVER RD	92	0.226	24	1178	1437	Local
1917	FLEETWOOD DR	92	0.248	24	0	0	Local
1856	THOMAS RD	92	0.250	24	1133	1382	Major Collector
1918	GLENBERT DR	92	0.259	24	0	0	Local
3385	WOODVILLE RD	92	0.292	24	834	1018	Major Collector
2626	E RIVER RD	92	0.320	24	0	0	Major Collector
2646	JOHNSTON RD	92	0.329	24	0	0	Local
2157	E RIVER RD	92	0.353	24	0	0	Major Collector
2906	E GREENFIELDS DR	92	0.375	24	0	0	Local
1786	WILSON RD	92	0.382	24	1300	1586	Minor Collector
2134	WAREING RD	92	0.435	24	0	0	Local
2614	DUNES RD	92	0.498	24	0	0	Local
1432	STRANG RD	92	0.499	24	354	432	Major Collector
1810	ATWOOD RD	92	0.500	24	0	0	Local
3339	WILSON RD	92	0.502	24	1300	1586	Minor Collector

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2006	PORTERVILLE RD	92	0.508	24	809	987	Major Collector
2144	N LAVASIDE RD	92	0.512	24	0	0	Minor Collector
1782	TAYLOR RD	92	0.540	24	0	0	Local
3341	RIVER RD	92	0.607	24	852	1040	Minor Arterial
3326	SAGE BRUSH LOOP	92	0.740	24	0	0	Local
2304	STOLWORTHY RD	92	0.754	24	0	0	Local
2193	GOSHEN RD	92	0.787	24	949	1158	Major Collector
2244	N WAPELLO RD	92	0.944	24	322	393	Minor Collector
2289	W RIVER RD	92	0.975	24	586	715	Minor Collector
2188	SAND CREEK RD	92	0.987	24	0	0	Local
2622	UTAH RD	92	0.994	24	0	0	Local
3279	DESERT RD	92	0.995	24	0	0	Minor Collector
1875	RIVERBEND RD	92	1.000	24	0	0	Local
1658	RIVER RD	92	1.000	24	1178	1437	Local
2634	MCDONALDVILLE RD	92	1.001	24	0	0	Local
1756	HILLTOP RD	92	1.001	24	661	807	Major Collector
1652	HUTCHINSON RD	92	1.003	24	0	0	Local
1580	STERLING NORTH RD	92	1.006	24	143	174	Minor Collector
2611	SANDHILL RD	92	1.007	24	0	0	Local
1938	WILSON RD	92	1.517	24	1300	1586	Minor Collector
2307	WILLOW RD	92	2.327	24	100	122	Minor Collector
3196	SAND CREEK RD	93	0.054	24	0	0	Local
3363	HEPWORTH LN	93	0.082	24	0	0	Minor Arterial
1568	BUTTE ROUND RD	93	0.209	24	0	0	Local
2220	WOLVERINE RD	93	0.249	24	363	443	Major Collector
1869	WATSON LN	93	0.253	24	0	0	Local
2267	BASELINE RD	93	0.440	24	0	0	Local
1890	BISHOP DR	93	0.443	24	109	133	Local
2417	COUNTRY CLUB RD	93	0.470	24	846	1032	Minor Collector
2836	JAMESTON RD	93	0.495	24	846	1032	Minor Collector
1801	PIONEER RD	93	0.496	24	2131	2600	Minor Collector
2434	STODDARD RD	93	0.499	24	0	0	Local
2667	FULLMER LN	93	0.500	24	0	0	Local
1666	WILLOW RD	93	0.502	24	100	122	Local
3584	ROSE RD	93	0.505	24	3062	3736	Minor Arterial
2438	NEW SWEDEN RD	93	0.513	24	3710	4527	Minor Arterial
2410	TAYLOR HWY	93	0.513	24	1743	2127	Minor Arterial
2224	WOLVERINE RD	93	0.548	24	363	443	Major Collector
2368	HILLTOP RD	93	0.709	24	661	807	Major Collector
2429	CANYON RD	93	0.739	24	332	405	Minor Collector
2219	WOLVERINE RD	93	0.750	24	363	443	Major Collector
1260	GAMBLE RD	93	0.949	24	0	0	Local
1981	E MORELAND RD	93	0.988	24	0	0	Local
2169	HIGHLINE RD	93	0.994	24	167	204	Local
1295	DESERT RD	93	0.997	24	0	0	Minor Collector
1881	THOMAS RD	93	0.998	24	1133	1382	Major Collector
1876	RIVERBEND RD	93	1.001	24	0	0	Local
3122	HILLTOP RD	93	1.003	24	661	807	Major Collector
2301	KINGS RD	93	1.004	24	0	0	Local
1281	FUNK RD	93	1.030	24	254	310	Local
1320	DEAN SUB RD	93	1.086	24	0	0	Minor Collector
3278	DESERT RD	94	0.012	24	0	0	Minor Collector
2807	SHELLEY W RIVER RD	94	0.013	24	2448	2987	Major Collector
3288	CRATER SUB	94	0.026	24	77	94	Local
2908	ASPEN CIR	94	0.037	24	0	0	Local
2199	GRANT ST	94	0.039	24	0	0	Local
3782	HILLTOP RD	94	0.043	24	661	807	Major Collector
3539	DIAMOND DR	94	0.062	24	0	0	Local
1535	CRATER SUB	94	0.067	24	77	94	Local
1535	CRATER SUB	94	0.067	24	77	94	Local
1631	1ST W	94	0.071	24	0	0	Local
3527	CINDY LN	94	0.077	24	0	0	Local
3191	RUSSELL ST	94	0.081	24	0	0	Local
2578	MARY LN	94	0.087	24	0	0	Local
3371	RUFF RD	94	0.093	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
36	MAIN ST	94	0.094	24	0	0	Local
1886	55 S	94	0.096	24	0	0	Local
1603	CAMMACK RD	94	0.100	24	0	0	Local
2446	AMY LN	94	0.100	24	0	0	Local
2107	GORDEN LN	94	0.101	24	0	0	Local
2690	RUSTIC RD	94	0.101	24	0	0	Local
3540	DIAMOND DR	94	0.102	24	0	0	Local
2445	AMY LN	94	0.120	24	0	0	Local
1382	BEACH RD	94	0.120	24	0	0	Local
1944	E MORELAND RD	94	0.125	24	0	0	Local
1948	FIRST WEST	94	0.126	24	0	0	Local
1963	PARKS RD	94	0.126	24	2059	2512	Major Collector
1962	PARKS RD	94	0.126	24	2059	2512	Major Collector
1949	FIRST WEST	94	0.126	24	0	0	Local
2818	WOODVILLE RD	94	0.141	24	834	1018	Major Collector
2694	SPRING DR	94	0.144	24	0	0	Local
3827	NEW SWEDEN RD	94	0.158	24	3710	4527	Minor Arterial
3190	N HANSON AVE	94	0.179	24	0	0	Local
3748	CLINGER RD	94	0.192	24	0	0	Local
2128	COLTON LN	94	0.195	24	0	0	Local
2770	LARSEN RD	94	0.203	24	408	498	Minor Collector
2689	SPRING DR	94	0.206	24	0	0	Local
2194	GOSHEN RD	94	0.214	24	949	1158	Major Collector
2118	345 W	94	0.214	24	0	0	Local
1916	WARD LN	94	0.218	24	0	0	Local
2612	S WAPELLO RD	94	0.221	24	0	0	Minor Collector
3188	LONGHURST LN	94	0.233	24	0	0	Local
3528	JODY LN	94	0.239	24	0	0	Local
2681	SEEFRIED LN	94	0.261	24	0	0	Local
2135	LAMBERT RD	94	0.282	24	0	0	Local
2125	MCDONALDVILLE RD	94	0.286	24	0	0	Local
2617	WICKS RD	94	0.322	24	0	0	Local
2278	SHELLEY W RIVER RD	94	0.323	24	2448	2987	Minor Arterial
2294	W RIVER RD	94	0.339	24	586	715	Minor Collector
2117	PARSONS RD	94	0.353	24	0	0	Local
2091	TRESSEL RD	94	0.370	24	0	0	Local
2296	W RIVER RD	94	0.391	24	586	715	Minor Collector
1271	HOMESTEAD RD	94	0.479	24	0	0	Minor Collector
2686	E RICH LN	94	0.485	24	1168	1425	Major Collector
1873	RIVERBEND RD	94	0.485	24	0	0	Local
2718	LAKEVIEW RD	94	0.494	24	0	0	Local
2342	WILSON RD	94	0.495	24	1300	1586	Local
1654	WILLOW RD	94	0.495	24	100	122	Local
1663	CALDWELL LN	94	0.497	24	0	0	Local
2318	ASH RD	94	0.501	24	0	0	Local
1866	WATSON LN	94	0.515	24	0	0	Local
2285	SHELLEY W RIVER RD	94	0.517	24	2448	2987	Minor Arterial
2074	PERKES RD	94	0.525	24	0	0	Local
3731	NEW SWEDEN RD	94	0.561	24	3710	4527	Minor Arterial
2073	PERKES RD	94	0.562	24	0	0	Local
3360	RAINSDON RD	94	0.567	24	0	0	Local
2608	AUTUMN WAY	94	0.585	24	0	0	Local
2099	PORTERVILLE RD	94	0.614	24	1340	1635	Minor Arterial
2279	WEST RIVER	94	0.621	24	0	0	Minor Collector
2613	S WAPELLO RD	94	0.688	24	0	0	Minor Collector
3153	HANCOCK RD	94	0.708	24	0	0	Local
3140	LEMHI RD	94	0.743	24	605	738	Minor Collector
3158	LAMBERT RD	94	0.746	24	0	0	Local
1384	BEACH RD	94	0.753	24	0	0	Local
2280	BASELINE RD	94	0.754	24	0	0	Minor Collector
2229	BUTTE RD	94	0.836	24	0	0	Local
1407	STRANG RD	94	0.937	24	354	432	Major Collector
1280	FUNK RD	94	0.961	24	254	310	Local
3147	CAMMACK RD	94	0.972	24	0	0	Local
3516	WILLOW RD	94	0.993	24	100	122	Minor Collector

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2132	WAREING RD	94	0.993	24	0	0	Local
2594	PARK LN	94	0.995	24	0	0	Local
1655	SAGE RD	94	0.995	24	0	0	Local
1405	STRANG RD	94	0.997	24	354	432	Major Collector
2322	ASH RD	94	0.998	24	0	0	Local
2687	E RICH LN	94	0.998	24	1168	1425	Major Collector
1774	HAHN RD	94	0.998	24	0	0	Local
2183	SAND CREEK RD	94	0.999	24	0	0	Local
3257	JAMESTON RD	94	0.999	24	846	1032	Minor Collector
2380	FOUNDRY RD	94	1.000	24	0	0	Local
2382	FOUNDRY RD	94	1.001	24	0	0	Local
2310	WILLOW RD	94	1.001	24	100	122	Minor Collector
1355	VANDERFORD RD	94	1.002	24	58	71	Local
1404	STRANG RD	94	1.003	24	354	432	Major Collector
1442	POWERLINE RD	94	1.003	24	0	0	Minor Collector
3308	SCOTT RD	94	1.005	24	0	0	Local
1456	VANDERFORD RD	94	1.005	24	58	71	Local
1689	SHEEPTRAIL RD	94	1.005	24	0	0	Local
1475	BARCLAY RD	94	1.005	24	0	0	Local
2257	N WAPELLO RD	94	1.007	24	322	393	Local
3221	HALL RD	94	1.007	24	0	0	Local
1765	SHEEPTRAIL RD	94	1.009	24	0	0	Local
2336	PINE RD	94	1.015	24	0	0	Local
1454	BOAT DOCK RD	94	1.018	24	286	349	Minor Collector
1277	FUNK RD	94	1.061	24	254	310	Major Collector
1729	W TABER RD	94	1.191	24	0	0	Major Collector
2412	TAYLOR HWY	94	1.493	24	1743	2127	Minor Arterial
2367	HILLTOP RD	94	2.247	24	661	807	Local
3721	AWBREY LN	95	0.029	24	0	0	Local
1669	WILLOWBEND RD	95	0.039	24	100	122	Minor Collector
3491	10 S	95	0.055	24	0	0	Local
3726	AWBREY CT	95	0.058	24	0	0	Local
3490	560 W	95	0.065	24	0	0	Local
1894	710 W	95	0.082	24	0	0	Local
2418	COUNTRY CLUB RD	95	0.083	24	846	1032	Minor Collector
3545	OLD WILLOW RD	95	0.108	24	100	122	Local
1933	NORTH ST	95	0.109	24	0	0	Local
2910	E GREENFIELDS DR	95	0.112	24	0	0	Local
1895	TAYLOR AVE	95	0.117	24	0	0	Local
3548	OLD WILLOW RD	95	0.121	24	100	122	Local
5	OREGON RD	95	0.125	24	0	0	Local
3241	TAYLOR AVE	95	0.125	24	0	0	Local
3495	20 S	95	0.132	24	0	0	Local
1606	THIRD ST	95	0.163	24	0	0	Local
2104	ROSE RD	95	0.198	24	3062	3736	Minor Arterial
2002	PORTERVILLE RD	95	0.228	24	809	987	Major Collector
2143	CHRISTENSEN LN	95	0.262	24	0	0	Local
2907	ASPEN DR	95	0.280	24	0	0	Local
1814	RIVER RD	95	0.293	24	1178	1437	Local
3249	COUNTRY CLUB RD	95	0.330	24	846	1032	Minor Collector
2895	1325 E	95	0.330	24	0	0	Local
3102	GOSHEN RD	95	0.367	24	949	1158	Major Collector
3177	S RIVERTON RD	95	0.404	24	668	815	Local
1945	FIRST WEST	95	0.430	24	0	0	Local
1288	AIRPORT RD	95	0.471	24	0	0	Local
2243	FIRTH-WAPELLO RD	95	0.474	24	165	201	Minor Collector
3583	ROSE RD	95	0.493	24	3062	3736	Minor Arterial
3166	MCDONALDVILLE RD	95	0.495	24	0	0	Local
2588	WHITTEN LN	95	0.499	24	0	0	Local
2248	FIRTH RD	95	0.500	24	0	0	Local
2133	WAREING RD	95	0.501	24	0	0	Local
2842	JAMESTON SCHOOL RD	95	0.502	24	0	0	Local
1692	SHEEPTRAIL RD	95	0.503	24	0	0	Local
2123	MCDONALDVILLE RD	95	0.504	24	0	0	Local
2215	WOLVERINE RD	95	0.507	24	363	443	Major Collector

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2297	RIVERVIEW SCHOOL RD	95	0.514	24	0	0	Local
1920	CLARK RD	95	0.537	24	0	0	Local
4	OREGON RD	95	0.627	24	0	0	Local
2142	S LAVASIDE RD	95	0.636	24	0	0	Local
3270	BASELINE RD	95	0.648	24	0	0	Major Collector
2422	CLINGER RD	95	0.667	24	0	0	Local
2076	PERKES RD	95	0.704	24	0	0	Local
1757	HILLTOP RD	95	0.756	24	661	807	Major Collector
1383	BEACH RD	95	0.877	24	0	0	Local
3120	JUDGE RD	95	0.911	24	0	0	Local
1345	FAIRVIEW RD	95	0.922	24	0	0	Local
2420	COUNTRY CLUB RD	95	0.942	24	846	1032	Minor Collector
2122	MCDONALDVILLE RD	95	0.974	24	0	0	Local
2378	WILLIAMS RD	95	0.982	24	0	0	Local
2610	SANDHILL RD	95	0.993	24	0	0	Local
2131	WAREING RD	95	0.993	24	0	0	Local
2209	MOUNTAIN VIEW RD	95	0.994	24	834	1018	Minor Collector
2385	ESCOTT RD	95	0.997	24	0	0	Local
2233	BUTTE RD	95	0.997	24	0	0	Local
2210	MOUNTAIN VIEW RD	95	0.999	24	228	278	Minor Collector
1872	RIVERBEND RD	95	0.999	24	0	0	Local
3020	COUNTRY CLUB RD	95	1.000	24	846	1032	Minor Collector
2386	ESCOTT RD	95	1.001	24	0	0	Local
1686	ASH RD	95	1.001	24	0	0	Local
2232	BUTTE RD	95	1.002	24	0	0	Local
2384	ESCOTT RD	95	1.003	24	0	0	Local
2312	WILLOW RD	95	1.007	24	100	122	Minor Collector
1453	FINGAL RD	95	1.012	24	0	0	Local
2141	LAVASIDE	95	1.807	24	0	0	Local
2471	W RIVERTON RD	95	1.877	24	668	815	Major Collector
2225	WOLVERINE RD	95	2.587	24	363	443	Major Collector
3729	TWITCHELL DR	96	0.011	24	0	0	Local
3754	LEWIS LN	96	0.021	24	0	0	Local
2263	BASELINE RD	96	0.024	24	0	0	Major Collector
3814	NEW MEADOWS DR	96	0.031	24	0	0	Local
3795	WORTHEN RD	96	0.037	24	0	0	Local
3421	SHELLEY W RIVER RD	96	0.041	24	2448	2987	Local
3763	140 N	96	0.052	24	0	0	Local
3690	RIVER VISTA CIR	96	0.055	24	0	0	Local
3764	NEW MEADOWS DR	96	0.066	24	0	0	Local
2038	WORTHEN RD	96	0.066	24	0	0	Local
1293	DESERT RD	96	0.069	24	0	0	Minor Collector
3727	CINDER BUTTE RD	96	0.070	24	655	799	Major Collector
3586	NEW MEADOWS DR	96	0.071	24	0	0	Local
1928	TWITCHELL DR	96	0.084	24	0	0	Local
2102	DIAMOND DR	96	0.086	24	0	0	Local
3723	BELMONT ST	96	0.087	24	0	0	Local
1803	BOND RD	96	0.087	24	0	0	Minor Collector
3150	MAPLE GROVE DR	96	0.088	24	0	0	Local
3753	COTTONWOOD DR	96	0.091	24	0	0	Local
2264	BASELINE RD	96	0.092	24	0	0	Major Collector
2034	4TH ST	96	0.100	24	0	0	Local
2448	CLINTON DR	96	0.102	24	0	0	Local
2035	4TH ST	96	0.104	24	0	0	Local
2914	W GREENFIELDS DR	96	0.107	24	0	0	Local
3517	LEWIS LN	96	0.119	24	0	0	Local
3541	ROSE RD	96	0.120	24	3062	3736	Minor Arterial
3151	COTTONWOOD DR	96	0.122	24	0	0	Local
2772	PANORAMA DR	96	0.125	24	0	0	Local
2197	RUSSELL ST	96	0.125	24	0	0	Local
1966	MORELAND RD	96	0.125	24	1141	1392	Minor Arterial
1964	MORELAND RD	96	0.126	24	1141	1392	Minor Arterial
1965	MORELAND RD	96	0.126	24	1141	1392	Minor Arterial
1947	FIRST WEST	96	0.126	24	0	0	Local
1960	MORELAND RD	96	0.126	24	1141	1392	Minor Arterial

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
1946	FIRST WEST	96	0.126	24	0	0	Local
3761	LEWIS LN	96	0.127	24	0	0	Local
3542	ROSE RD	96	0.136	24	3062	3736	Minor Arterial
2072	PERKES RD	96	0.141	24	0	0	Local
2447	HALLMARK DR	96	0.142	24	0	0	Local
1	DALLIN LN	96	0.160	24	0	0	Local
3796	WILDFLOWER LN	96	0.162	24	0	0	Local
2033	360 W	96	0.166	24	0	0	Local
3532	LEWIS LN	96	0.172	24	0	0	Local
2465	RIVERTON RD	96	0.173	24	668	815	Major Collector
3674	BOAT DOCK RD	96	0.174	24	286	349	Minor Collector
1795	MORELAND RD	96	0.178	24	1141	1392	Minor Arterial
2291	SWENSEN RD	96	0.211	24	0	0	Local
2238	ESCOTT RD	96	0.215	24	0	0	Local
1812	SHELLMAN RD	96	0.240	24	0	0	Local
1843	PARKS RD	96	0.258	24	2059	2512	Major Collector
1797	PIONEER CIR	96	0.272	24	2131	2600	Local
2245	N WAPELLO RD	96	0.286	24	322	393	Minor Collector
3345	EDWARDS RD	96	0.294	24	26	32	Local
3739	N COUNTY LINE RD	96	0.335	24	803	980	Local
2071	LARSEN RD	96	0.352	24	408	498	Local
1796	MORELAND RD	96	0.362	24	1141	1392	Minor Arterial
2256	N WAPELLO RD	96	0.368	24	322	393	Local
3353	MCDONALDVILLE RD	96	0.369	24	0	0	Local
2075	PERKES RD	96	0.387	24	0	0	Local
2886	GOYEN RD	96	0.407	24	0	0	Local
3412	CINDER BUTTE RD	96	0.426	24	655	799	Major Collector
3317	ASH RD	96	0.428	24	0	0	Local
2685	E RICH LN	96	0.440	24	1168	1425	Major Collector
3646	CLARK RD	96	0.462	24	0	0	Local
2820	WOODVILLE RD	96	0.485	24	834	1018	Major Collector
1771	HAHN RD	96	0.492	24	0	0	Major Collector
1653	WILLOW RD	96	0.502	24	100	122	Local
1601	ROSSI RD	96	0.502	24	0	0	Local
2691	SPRING DR	96	0.511	24	0	0	Local
1772	HAHN RD	96	0.511	24	0	0	Local
1389	BOAT DOCK RD	96	0.517	24	286	349	Minor Collector
3522	RUBY RD	96	0.527	24	0	0	Local
2356	PARKS RD	96	0.532	24	2059	2512	Major Collector
1910	RIVERSIDE RD	96	0.536	24	0	0	Local
2619	CARLSON LN	96	0.558	24	0	0	Local
2266	BASELINE RD	96	0.561	24	0	0	Major Collector
1906	RIVERSIDE RD	96	0.612	24	0	0	Local
3716	TRESSEL RD	96	0.631	24	0	0	Local
2683	W RICH LN	96	0.753	24	1168	1425	Major Collector
3284	CALDWELL LN	96	0.755	24	0	0	Local
3307	SCOTT RD	96	0.762	24	0	0	Local
3291	FUNK RD	96	0.778	24	254	310	Local
2375	CEDAR HOLLOW RD	96	0.865	24	0	0	Local
2428	CANYON RD	96	0.891	24	332	405	Minor Collector
2631	MCDONALDVILLE RD	96	0.939	24	0	0	Local
1278	FUNK RD	96	0.943	24	254	310	Major Collector
2339	WILSON RD	96	0.982	24	1300	1586	Minor Collector
2333	ARMY WAY	96	0.984	24	0	0	Local
2400	MONROE RD	96	0.985	24	0	0	Local
1316	DEAN SUB RD	96	0.993	24	0	0	Major Collector
1267	HOMESTEAD RD	96	0.994	24	0	0	Local
1276	FUNK RD	96	0.994	24	254	310	Major Collector
1292	DESERT RD	96	0.997	24	0	0	Minor Collector
2341	WILSON RD	96	0.999	24	1300	1586	Local
1318	DEAN SUB RD	96	1.000	24	0	0	Major Collector
1294	DESERT RD	96	1.000	24	0	0	Minor Collector
2402	JAMESTON RD	96	1.000	24	846	1032	Local
1468	KENDALL RD	96	1.003	24	0	0	Local
3309	SCOTT RD	96	1.004	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
1431	SLAUGH RD	96	1.005	24	0	0	Local
2170	HIGHLINE RD	96	1.005	24	167	204	Local
1682	WILLOW RD	96	1.005	24	100	122	Local
2343	SMULLIN RD	96	1.008	24	0	0	Local
2184	SAND CREEK RD	96	1.015	24	0	0	Local
1378	EXPERIMENT STATION	96	1.021	24	288	351	Local
1429	SLAUGH RD	96	1.028	24	0	0	Local
1244	SCHROEDER RD	96	1.032	24	0	0	Local
1816	RIVER RD	96	1.220	24	1178	1437	Local
3143	HILLTOP RD	96	1.257	24	661	807	Major Collector
2251	WEEDING LN	96	1.536	24	513	626	Local
2329	SUNSET RD	96	2.025	24	0	0	Local
2369	HILLTOP RD	96	2.476	24	661	807	Major Collector
1931	NORTH STREET CIR	97	0.043	24	0	0	Local
2902		97	0.054	24	0	0	Local
1995	PARKS RD	97	0.059	24	2059	2512	Major Collector
1932	NORTH ST	97	0.065	24	0	0	Local
1994	PARKS RD	97	0.068	24	2059	2512	Major Collector
1636	CRYSTAL SPRINGS RD	97	0.069	24	0	0	Major Collector
2729	STERLING WEST RD	97	0.072	24	330	403	Local
2728	2175 W	97	0.073	24	0	0	Local
3488	570 W	97	0.081	24	0	0	Local
1987	PARKS RD	97	0.086	24	2059	2512	Major Collector
1609	CAMMACK RD	97	0.091	24	0	0	Local
1936	TREGO RD	97	0.097	24	0	0	Minor Collector
1630	1ST W	97	0.105	24	0	0	Local
1857	WATSON LN	97	0.117	24	0	0	Local
3518	WOODRUFF AVE	97	0.118	24	0	0	Local
1892	725 W	97	0.119	24	0	0	Local
1900	WOODRUFF AVE	97	0.122	24	0	0	Local
6	OREGON RD	97	0.123	24	0	0	Local
3521	OPAL COURT	97	0.123	24	0	0	Local
3182	GOSHEN RD	97	0.124	24	949	1158	Major Collector
1893	725 W	97	0.124	24	0	0	Local
3183	GOSHEN RD	97	0.125	24	949	1158	Major Collector
3181	GOSHEN RD	97	0.125	24	949	1158	Major Collector
1982	PARKS RD	97	0.125	24	2059	2512	Major Collector
72	OREGON RD	97	0.126	24	0	0	Local
1943	EAST MORELAND	97	0.126	24	0	0	Local
1954	FIRST NORTH	97	0.127	24	0	0	Local
3810	CLARK RD	97	0.128	24	0	0	Local
3194	520 W	97	0.139	24	0	0	Local
3538	WASHINGTON RD	97	0.143	24	0	0	Local
1547	STERLING NORTH RD	97	0.144	24	143	174	Local
2730	STERLING WEST RD	97	0.144	24	330	403	Local
3018	S SUSAN DR	97	0.144	24	0	0	Local
3804		97	0.147	24	0	0	Local
3193	515 W	97	0.158	24	0	0	Local
2053	W BRIDGE ST	97	0.168	24	0	0	Minor Arterial
2379	FOUNDRY RD	97	0.177	24	0	0	Local
3752	N HANSON AVE	97	0.180	24	0	0	Local
3537	WASHINGTON RD	97	0.181	24	0	0	Local
2904	W GREENFIELDS DR	97	0.191	24	0	0	Local
2912	HILLTOP DR	97	0.192	24	0	0	Local
1921	CLARK RD	97	0.213	24	0	0	Local
2466	TERRAL CIR	97	0.222	24	0	0	Local
1778	40 S	97	0.223	24	0	0	Local
3001	N HANSON AVE	97	0.225	24	0	0	Local
3685	SHAYLA LN	97	0.239	24	0	0	Local
2803	WOODVILLE CHURCH RD	97	0.242	24	0	0	Local
3686	SHELBY LN	97	0.246	24	0	0	Local
1896	725 W	97	0.251	24	0	0	Local
3805	GOSHEN RD	97	0.263	24	949	1158	Major Collector
2821	750 E	97	0.263	24	0	0	Local
2100	PORTERVILLE RD	97	0.276	24	1340	1635	Minor Arterial

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
3556		97	0.301	24	0	0	Minor Collector
3811	CLARK RD	97	0.314	24	0	0	Local
2000	PORTERVILLE RD	97	0.353	24	809	987	Major Collector
2174	MOUNTAIN VIEW RD	97	0.402	24	228	278	Minor Collector
3236	JENSEN DR	97	0.406	24	0	0	Local
2101	PORTERVILLE RD	97	0.423	24	1340	1635	Minor Arterial
2778	RAINSDON RD	97	0.441	24	0	0	Local
2620	PACIFIC RD	97	0.462	24	0	0	Local
2083	BOND RD	97	0.466	24	0	0	Local
2317	ASH RD	97	0.497	24	0	0	Local
3476	TENTH HOLE DR	97	0.497	24	0	0	Local
1874	RIVERBEND RD	97	0.498	24	0	0	Local
2688	E RICH LN	97	0.498	24	1168	1425	Major Collector
1616	WILLOW RD	97	0.500	24	100	122	Local
2437	NEW SWEDEN RD	97	0.501	24	3710	4527	Minor Arterial
3519	RIDGEWAY DR	97	0.524	24	0	0	Local
2086	BOND RD	97	0.540	24	0	0	Local
3156	MUNSON LOOP	97	0.696	24	0	0	Local
2302	WOMACK RD	97	0.741	24	0	0	Local
2268	BASELINE RD	97	0.760	24	0	0	Local
2001	PORTERVILLE RD	97	0.769	24	809	987	Major Collector
2618	S WAPELLO RD	97	0.797	24	0	0	Local
2208	MOUNTAIN VIEW RD	97	0.837	24	834	1018	Minor Collector
1934	TREGO RD	97	0.908	24	0	0	Minor Collector
1560	ANDERSON RD	97	0.956	24	59	72	Local
2330	SUNSET RD	97	0.998	24	0	0	Local
1600	ROSSI RD	97	1.000	24	0	0	Local
1738	W HOFF RD	97	1.001	24	702	857	Major Collector
1743	W HOFF RD	97	1.002	24	702	857	Major Collector
3121	W HOFF RD	97	1.002	24	702	857	Major Collector
1741	W HOFF RD	97	1.002	24	702	857	Major Collector
1744	W HOFF RD	97	1.002	24	702	857	Major Collector
1443	POWERLINE RD	97	1.004	24	0	0	Minor Collector
1352	FAIRVIEW RD	97	1.004	24	0	0	Local
1449	FINGAL RD	97	1.005	24	0	0	Local
1371	PHILLIPS LOOP	97	1.019	24	0	0	Local
3261	E RICH LN	97	1.150	24	1168	1425	Major Collector
2347	W TABER RD	97	1.988	24	0	0	Major Collector
3149	VAMBAUR RD	97	2.029	24	0	0	Local
3781	ROCKFORD RD	98	0.032	24	0	0	Local
3824	LINDEN ST	98	0.040	24	0	0	Local
3732	REDWOOD ST	98	0.041	24	0	0	Local
2898	W GREENFIELDS DR	98	0.047	24	0	0	Local
3266	W GREENFIELDS DR	98	0.049	24	0	0	Local
3815	NEW MEADOWS DR	98	0.052	24	0	0	Local
1473	ANDERSON RD	98	0.053	24	59	72	Local
3493	10 S	98	0.061	24	0	0	Local
1330	STRANG RD	98	0.062	24	354	432	Major Collector
3489	565 W	98	0.064	24	0	0	Local
3561	EMERALD RD	98	0.067	24	0	0	Local
1621	THURSTON RD	98	0.068	24	0	0	Local
3409	UNDERWOOD LOOP	98	0.068	24	0	0	Local
3409	UNDERWOOD LOOP	98	0.068	24	0	0	Local
1746	W HOFF RD	98	0.077	24	702	857	Major Collector
2909	ASPEN DR	98	0.080	24	0	0	Local
2580	MERKLEY LN	98	0.088	24	1520	1855	Minor Collector
1930	S CIRCLE DR	98	0.096	24	0	0	Local
1929	W CIRCLE DR	98	0.096	24	0	0	Local
3395	E 1450 N	98	0.097	24	0	0	Local
3000	N HANSON AVE	98	0.099	24	0	0	Local
3392	E 1470 N	98	0.101	24	0	0	Local
3420	SHELLEY W RIVER RD	98	0.103	24	2448	2987	Minor Arterial
1380	AIRPORT RD	98	0.105	24	0	0	Local
2911	E GREENFIELDS DR	98	0.108	24	0	0	Local
3699	WILLOW DR	98	0.118	24	100	122	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2832	CLINTON LN	98	0.120	24	0	0	Local
1898	RIVERSIDE RD	98	0.121	24	0	0	Local
1899	RIVERSIDE RD	98	0.123	24	0	0	Local
3398	E 1400 N	98	0.124	24	0	0	Local
7	GOSHEN RD	98	0.124	24	949	1158	Major Collector
1971	CENTER ST	98	0.125	24	0	0	Local
2432	WILLOW DR	98	0.125	24	100	122	Local
1863	SOUTH ST	98	0.126	24	0	0	Local
1972	CENTER ST	98	0.127	24	0	0	Local
1976	FIRST SOUTH	98	0.127	24	0	0	Local
2830	SIDWELL AVE	98	0.129	24	0	0	Local
1905	RIVERSIDE RD	98	0.141	24	0	0	Local
3520	FOX RUN	98	0.141	24	0	0	Local
1807	PIONEER RD	98	0.149	24	2131	2600	Local
3734	CRANE AVE	98	0.158	24	0	0	Local
3684	STARLITE LN	98	0.164	24	0	0	Local
3155	PANORAMA DR	98	0.167	24	0	0	Local
1792	LAKE DR	98	0.179	24	0	0	Local
3189	S GREENFIELD DR	98	0.180	24	0	0	Local
1794	MORELAND DR	98	0.180	24	0	0	Local
2573	KIMBALL RD	98	0.182	24	0	0	Local
3397	E 1400 N	98	0.183	24	0	0	Local
3391	N 610 E	98	0.185	24	0	0	Local
2572	ALPINE RD	98	0.196	24	0	0	Local
3563	PARKS RD	98	0.200	24	2059	2512	Major Collector
3706	DARBY LN	98	0.201	24	0	0	Local
2809	WOODVILLE RD	98	0.203	24	834	1018	Local
2570	KIMBALL RD	98	0.216	24	0	0	Local
1793	LAKE DR	98	0.222	24	0	0	Local
2774	LAVARIDGE DR	98	0.233	24	0	0	Local
3293	BOAT DOCK RD	98	0.240	24	286	349	Local
2571	KIMBALL RD	98	0.246	24	0	0	Local
2181	SAND CREEK RD	98	0.251	24	0	0	Local
2172	HIGHLINE RD	98	0.251	24	167	204	Local
2692	SPRING DR	98	0.252	24	0	0	Local
2332	ARMY WAY	98	0.275	24	0	0	Local
3634	RIVERTON RD	98	0.277	24	668	815	Major Collector
2423	CLINGER RD	98	0.308	24	0	0	Local
2359	PARKS RD	98	0.331	24	2059	2512	Major Collector
1887	37 S	98	0.365	24	0	0	Local
3361	TANNER LN	98	0.487	24	0	0	Local
2295	W RIVER RD	98	0.488	24	586	715	Minor Collector
2615	DUNES RD	98	0.497	24	0	0	Minor Collector
2087	BOND RD	98	0.500	24	0	0	Local
3171	STERLING NORTH RD	98	0.500	24	143	174	Local
3828	WHITTEN LN	98	0.501	24	0	0	Local
3289	GAMBLE RD	98	0.510	24	0	0	Local
3377	MOSER RD	98	0.514	24	217	265	Local
1455	BOAT DOCK RD	98	0.514	24	286	349	Minor Collector
2370	HILLTOP RD	98	0.544	24	661	807	Major Collector
2655	W RIVERTON RD	98	0.550	24	668	815	Major Collector
2654	RIVERTON RD	98	0.599	24	668	815	Major Collector
2574	ATLANTIC RD	98	0.620	24	0	0	Local
2255	N WAPELLO RD	98	0.626	24	322	393	Local
2358	PARKS RD	98	0.681	24	2059	2512	Major Collector
1805	PIONEER RD	98	0.730	24	2131	2600	Minor Collector
2211	MOUNTAIN VIEW RD	98	0.731	24	228	278	Minor Collector
2191	GOSHEN RD	98	0.737	24	949	1158	Major Collector
1538	UNDERWOOD LOOP	98	0.752	24	0	0	Local
3375	STRANG RD	98	0.781	24	354	432	Local
2190	GOSHEN RD	98	0.848	24	949	1158	Major Collector
2081	BOND RD	98	0.916	24	0	0	Local
1748	ROCKFORD RD	98	0.968	24	0	0	Local
1558	ANDERSON RD	98	0.972	24	59	72	Local
1484	UNDERWOOD LOOP	98	0.988	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2231	BUTTE RD	98	0.992	24	0	0	Local
1257	GAMBLE RD	98	0.993	24	0	0	Local
2090	TRESSEL RD	98	0.996	24	0	0	Local
2569	KIMBALL RD	98	0.997	24	0	0	Local
3203	MOUNTAIN VIEW RD	98	0.998	24	834	1018	Minor Collector
1357	VANDERFORD RD	98	0.998	24	58	71	Local
2230	BUTTE RD	98	0.999	24	0	0	Local
1243	SCHROEDER RD	98	0.999	24	0	0	Local
1354	FAIRVIEW RD	98	1.001	24	0	0	Local
1433	STRANG RD	98	1.002	24	354	432	Major Collector
1356	VANDERFORD RD	98	1.002	24	58	71	Local
1349	FAIRVIEW RD	98	1.003	24	0	0	Local
1485	MUIRBROOK RD	98	1.004	24	0	0	Local
1444	POWERLINE RD	98	1.004	24	0	0	Minor Collector
1839	HILLTOP RD	98	1.006	24	661	807	Major Collector
1693	HILL RD	98	1.007	24	0	0	Local
1561	ANDERSON RD	98	1.007	24	59	72	Local
3276	EXPERIMENT STATION	98	1.012	24	288	351	Local
1883	THOMAS RD	98	1.139	24	1133	1382	Major Collector
2213	MOUNTAIN VIEW RD	98	1.305	24	228	278	Minor Collector
2773	PANORAMA DR	99	0.037	24	0	0	Local
3700	WILLOW DR	99	0.037	24	100	122	Local
2896	W GREENFIELDS DR	99	0.041	24	0	0	Local
3720	AWBREY LN	99	0.069	24	0	0	Local
2198	GRANT ST	99	0.079	24	0	0	Local
2595	210 E	99	0.089	24	0	0	Local
2905	E GREENFIELDS DR	99	0.100	24	0	0	Local
2775	PANORAMA DR	99	0.112	24	0	0	Local
2831	EVAN LN	99	0.113	24	0	0	Local
1865	TILDEN RD	99	0.115	24	685	836	Major Collector
1860	TILDEN RD	99	0.116	24	685	836	Major Collector
3722	BELMONT ST	99	0.120	24	0	0	Local
3728	AWBREY LN	99	0.123	24	0	0	Local
1403	DUFFIN RD	99	0.123	24	0	0	Local
1864	SOUTH ST	99	0.124	24	0	0	Local
3724	CALDER DR	99	0.130	24	0	0	Local
3725	DEL MAR DR	99	0.130	24	0	0	Local
3524	MT VERNON DR	99	0.135	24	0	0	Local
3523	MT VERNON DR	99	0.200	24	0	0	Local
3525	MT VERNON DR	99	0.203	24	0	0	Local
3772	JENSEN RD	99	0.208	24	0	0	Local
3199	JOSEPH ST	99	0.235	24	0	0	Local
2673	THOMPSON LN	99	0.258	24	0	0	Local
2293	SWENSEN RD	99	0.268	24	0	0	Local
1853	BROADHEAD LN	99	0.277	24	0	0	Local
3551	CARRIAGE LN	99	0.300	24	0	0	Local
3414	RIVER RD	99	0.309	24	852	1040	Minor Arterial
2467	RIVERTON RD	99	0.311	24	668	815	Major Collector
2376	WHEELER RD	99	0.468	24	0	0	Minor Collector
2416	COUNTRY CLUB RD	99	0.503	24	846	1032	Local
1919	CLARK RD	99	0.522	24	0	0	Local
2401	JAMESTON RD	99	0.832	24	846	1032	Local
1541	STERLING WEST RD	99	0.873	24	330	403	Minor Collector
2328	SUNSET RD	99	0.879	24	0	0	Local
2505	IDAHO RD	99	0.996	24	0	0	Local
1742	W HOFF RD	99	0.998	24	702	857	Major Collector
2397	SUGAR FACTORY RD	99	1.001	24	1032	1259	Major Collector
2396	SUGAR FACTORY RD	99	1.002	24	1032	1259	Major Collector
3139	LEMHI RD	99	1.004	24	605	738	Minor Collector
3139	LEMHI RD	99	1.004	24	605	738	Minor Collector
1540	STERLING WEST RD	99	1.006	24	330	403	Minor Collector
1844	PARKS RD	99	1.006	24	2059	2512	Major Collector
2192	GOSHEN RD	99	1.007	24	949	1158	Major Collector
1730	W TABER RD	99	1.202	24	0	0	Major Collector
2894	1325 E	100	0.004	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
2277	NBCRA	100	0.018	24	0	0	Local
1751	VELJEAN BLVD	100	0.033	24	0	0	Local
2823	750 E	100	0.034	24	0	0	Local
2586	TANNER LN	100	0.036	24	0	0	Local
1885	65 S	100	0.036	24	0	0	Local
1463	BUTTE ROUND RD	100	0.037	24	0	0	Minor Collector
1463	BUTTE ROUND RD	100	0.037	24	0	0	Minor Collector
3698	WILLOW DR	100	0.039	24	100	122	Local
1635	WABASH ST	100	0.040	24	0	0	Local
2205	MOUNTAIN VIEW RD	100	0.042	24	228	278	Minor Collector
3405	W HOFF RD	100	0.048	24	702	857	Major Collector
2876	40 N	100	0.051	24	0	0	Local
3689	CANYON RD	100	0.057	24	332	405	Local
3487	CHEYENNE DR	100	0.059	24	0	0	Local
3793		100	0.065	24	0	0	Local
2824	715 E	100	0.068	24	0	0	Local
2693	ROLLING HILLS	100	0.070	24	0	0	Local
1633	WABASH ST	100	0.070	24	0	0	Local
3295	BUTTE ROUND RD	100	0.071	24	0	0	Local
2891	JOSEPH ST	100	0.073	24	0	0	Local
3492	10 S	100	0.073	24	0	0	Local
2892	N SUSAN DR	100	0.074	24	0	0	Local
2899	JUNIPER CIR	100	0.076	24	0	0	Local
3297	REID RD	100	0.077	24	74	90	Local
3494	20 S	100	0.079	24	0	0	Local
3697	WILLOW DR	100	0.079	24	100	122	Local
2206	MOUNTAIN VIEW RD	100	0.084	24	834	1018	Minor Collector
2600	325 N	100	0.084	24	0	0	Local
3693	BROOKSHIRE DR	100	0.085	24	0	0	Local
3543	BROOKE LANE	100	0.085	24	0	0	Local
2771	LAVARIDGE DR	100	0.085	24	0	0	Local
2596	210 E	100	0.087	24	0	0	Local
1884	515 W	100	0.087	24	0	0	Local
2877	260 E	100	0.088	24	0	0	Local
2825	715 E	100	0.090	24	0	0	Local
3792		100	0.100	24	0	0	Local
1750	N VELJEAN ST	100	0.101	24	0	0	Local
3145	FERRY BUTTE RD	100	0.101	24	544	664	Minor Arterial
2609	AUTUMN WAY	100	0.101	24	0	0	Local
3785	RAELYNN	100	0.105	24	0	0	Local
2582	TANNER LN	100	0.106	24	0	0	Local
2601	325 N	100	0.107	24	0	0	Local
3250	COUNTRY CLUB RD	100	0.112	24	846	1032	Local
2900	W GREENFIELDS DR	100	0.113	24	0	0	Local
3318	WILLOWBEND RD	100	0.114	24	100	122	Local
1862	WATSON LN	100	0.115	24	0	0	Local
3553	CARRIAGE LN	100	0.117	24	0	0	Local
3544	BROOKE LANE	100	0.122	24	0	0	Local
1957	PARKS RD	100	0.126	24	2059	2512	Major Collector
2204	QUARRY ST	100	0.126	24	0	0	Local
2817	TYSON DR	100	0.126	24	0	0	Local
1956	PARKS RD	100	0.128	24	2059	2512	Major Collector
3285	WILLOWBEND RD	100	0.130	24	100	122	Minor Collector
2584	120 N	100	0.138	24	0	0	Local
3362	TANNER LN	100	0.139	24	0	0	Local
3237	RAELYNN	100	0.140	24	0	0	Local
3357	ESCOTT RD	100	0.152	24	0	0	Local
3788	EVERGREEN DR	100	0.153	24	0	0	Local
2189	GOSHEN RD	100	0.154	24	949	1158	Major Collector
3826	PONDEROSA AVE	100	0.158	24	0	0	Local
2679	SEEFRIED LN	100	0.159	24	0	0	Local
2274	HANKS LN	100	0.163	24	0	0	Local
2274	HANKS LN	100	0.163	24	0	0	Local
1262	GAMBLE RD	100	0.165	24	0	0	Local
3825	LINDEN ST	100	0.169	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
1745	W HOFF RD	100	0.176	24	702	857	Major Collector
1763	FERRY BUTTE RD	100	0.182	24	544	664	Minor Arterial
3531	SILVER LEAF DR	100	0.190	24	0	0	Local
2585	20 W	100	0.191	24	0	0	Local
3762	KILLDEER COVE	100	0.193	24	0	0	Local
3787	RYLIE LN	100	0.194	24	0	0	Local
2583	35 W	100	0.195	24	0	0	Local
3695	BROOKSHIRE DR	100	0.195	24	0	0	Local
3243	COUNTRY LN	100	0.197	24	0	0	Local
3791		100	0.204	24	0	0	Local
3161	MEADOW LN	100	0.207	24	0	0	Local
3296	REID RD	100	0.209	24	74	90	Local
3198	IDAHO RD	100	0.209	24	0	0	Local
3694	BROOKSHIRE DR	100	0.212	24	0	0	Local
2357	PARKS RD	100	0.212	24	2059	2512	Major Collector
2587	TANNER LN	100	0.217	24	0	0	Local
2179	CEDAR POINT CIR	100	0.224	24	0	0	Local
3829	MANWARING DR	100	0.230	24	123	150	Local
3812		100	0.235	24	0	0	
3813		100	0.235	24	0	0	
3717	ECKHO DR	100	0.236	24	0	0	Local
3733	REDWOOD ST	100	0.237	24	0	0	Local
3806		100	0.241	24	0	0	Local
1758	HILLTOP RD	100	0.247	24	661	807	Minor Arterial
3202	HANSON LN	100	0.249	24	0	0	Local
2684	W RICH LN	100	0.250	24	1168	1425	Major Collector
2460	HOSKINS LOOP	100	0.253	24	0	0	Local
1602	HILL RD	100	0.258	24	0	0	Local
2593	TANNER LN	100	0.260	24	0	0	Local
3550	CARRIAGE LN	100	0.264	24	0	0	Local
3404	WILLOW RD	100	0.275	24	100	122	Local
2161	FIRTH RD	100	0.277	24	0	0	Minor Collector
1752	VELJEAN BLVD	100	0.286	24	0	0	Local
2348	W TABER RD	100	0.314	24	0	0	Major Collector
3274	LITTLE INDIAN RD	100	0.317	24	0	0	Local
2829	SIDWELL AVE	100	0.356	24	0	0	Local
1618	FERRY BUTTE RD	100	0.357	24	544	664	Minor Arterial
2360	PARKS RD	100	0.373	24	2059	2512	Major Collector
3244	COUNTRY LN	100	0.395	24	0	0	Local
3242	COUNTRY LN	100	0.396	24	0	0	Local
3786	JENNIE LN	100	0.418	24	0	0	Local
2590	TANNER LN	100	0.435	24	0	0	Local
3390	N 630 E	100	0.440	24	0	0	Local
1287	AIRPORT RD	100	0.445	24	0	0	Local
2878	285 E	100	0.450	24	0	0	Local
3552	CARRIAGE LN	100	0.458	24	0	0	Local
1386	BUTTE ROUND RD	100	0.482	24	0	0	Local
3186	HILL RD	100	0.486	24	0	0	Local
2171	HIGHLINE RD	100	0.491	24	167	204	Local
2166	HIGHLINE RD	100	0.499	24	167	204	Local
2421	COUNTRY CLUB RD	100	0.501	24	846	1032	Minor Collector
1458	VANDERFORD RD	100	0.502	24	58	71	Local
1387	BUTTE ROUND RD	100	0.502	24	0	0	Local
1457	VANDERFORD RD	100	0.506	24	58	71	Local
2088	BOND RD	100	0.547	24	0	0	Local
2875	260 E	100	0.568	24	0	0	Local
3248	COUNTRY CLUB RD	100	0.569	24	846	1032	Minor Collector
2592	TANNER LN	100	0.606	24	0	0	Local
2581	TANNER LN	100	0.646	24	0	0	Local
3809	STONE RIVER WAY	100	0.662	24	0	0	Local
2461	HOSKINS LOOP	100	0.748	24	0	0	Local
3579	MERKLEY LN	100	0.752	24	1520	1855	Minor Collector
1840	HILLTOP RD	100	0.756	24	661	807	Major Collector
2236	PRESTO RD	100	0.759	24	0	0	Local
1472	GRANDVIEW RD	100	0.852	24	0	0	Local

Pave ID	ROAD NAME	PCI	Length	Width	CURRENT AADT	20 Year AADT	Funct. Classification
1650	BIRCH RD	100	0.862	24	0	0	Local
1684	FERRY BUTTE RD	100	0.875	24	544	664	Minor Arterial
1761	HILLTOP RD	100	0.884	24	661	807	Minor Arterial
1425	STRANG RD	100	0.935	24	354	432	Local
1740	W HOFF RD	100	0.936	24	702	857	Major Collector
1759	FERRY BUTTE RD	100	0.988	24	544	664	Minor Arterial
3124	HAHN RD	100	0.989	24	0	0	Major Collector
1401	DUFFIN RD	100	0.998	24	0	0	Local
2387	ESCOTT RD	100	0.999	24	0	0	Local
1539	UNDERWOOD LOOP	100	0.999	24	0	0	Local
1617	FERRY BUTTE RD	100	1.002	24	544	664	Minor Arterial
1543	STERLING WEST RD	100	1.003	24	330	403	Minor Collector
1461	BUTTE ROUND RD	100	1.005	24	0	0	Minor Collector
1462	BUTTE ROUND RD	100	1.005	24	0	0	Minor Collector
1460	BUTTE ROUND RD	100	1.006	24	0	0	Minor Collector
1683	FERRY BUTTE RD	100	1.008	24	544	664	Minor Arterial
1471	GRANDVIEW RD	100	1.013	24	0	0	Local
1279	FUNK RD	100	1.016	24	254	310	Major Collector
1336	MOSER RD	100	1.017	24	24	29	Local
1286	AIRPORT RD	100	1.026	24	0	0	Local
1542	STERLING WEST RD	100	1.028	24	330	403	Minor Collector
3107	YUMA RD	100	1.031	24	0	0	Local
2350	W TABER RD	100	1.060	24	0	0	Major Collector
2352	W TABER RD	100	1.295	24	0	0	Major Collector
3597	REID RD	100	1.401	24	70	85	Local
2591	TANNER LN	100	1.504	24	0	0	Local
2649	MORGANS PASTURE RD	100	2.185	24	0	0	Local

6.2. Appendix B: Bridge Inventory

6.2.1. Bridges Over 20 Feet

Table 33 - Bridge Data

Key #	Carries	Crosses Over	Length	Width	ADT	Post Status	Cond.	Age
23060	SCOTT RD; W 100 S	ABERDEEN SPRINGFIELD CNL	92	27.9	180	A Open, no restriction	Poor	58
22315	CLINGER RD; 1450 N	SNAKE RIVER VALLEY CANAL	32	27	250	P Posted for load	Fair	62
22380	W 200 S; HAHN RD	PEOPLES CANAL	28	28	130	P Posted for load	Fair	58
22405	400 NORTH ROAD	CORBETT SLOUGH CANAL	24	27.9	120	P Posted for load	Fair	57
22450	COUNTRY CLUB;1400N	LITTLE SAND CREEK	28	26.1	150	P Posted for load	Fair	63
22455	S. FIRTH ROAD	RESERVATION CANAL	46	28	310	P Posted for load	Fair	55
22495	DIGGIE ROAD	NORTH CANAL	40	34	150	P Posted for load	Fair	36
22510	W 1700 S; BOATDOCK	LOW LINE CANAL	27	30	200	P Posted for load	Fair	46
22540	SCHROEDER ROAD	HIGH LINE CANAL	31	24	120	P Posted for load	Fair	57
22550	STC1838;STERLING W	LOW LINE CANAL	34	34.1	110	P Posted for load	Fair	39
22590	400 NORTH ROAD	BLACKFOOT CANAL	24	28	200	P Posted for load	Fair	57
22675	BIA RTE 15;MP19.50	BLACKFOOT R;LITTLE IND	83	33.1	200	P Posted for load	Fair	44
22680	W 400 N;WAREING RD	PEOPLES CANAL	35	30	100	P Posted for load	Fair	46
22685	WOODVILLE;E 1500 N	SLOUGH CANAL	24	27	120	P Posted for load	Fair	62
22750	900 NORTH ROAD	IDAHO CANAL	29	18	50	P Posted for load	Fair	54
22916	BASELINE ROAD	SAND CREEK	37	40	870	P Posted for load	Fair	32
22940	PIONEER ROAD	DANSKIN CANAL	21	28	790	P Posted for load	Fair	57
23055	505-3330E	GRAYS LAKE OUTLET	32	24	10	P Posted for load	Fair	75
23160	MTN VIEW RD;1100 E	IDAHO CANAL	27	30	300	P Posted for load	Fair	54
19205	STC 1829; PARKS RD	DRAIN DITCH	43	291	910	A Open, no restriction	Fair	33
19210	STC 1829; 200 N	ABERDEEN SPRINGFIELD CNL	160	39.7	1200	A Open, no restriction	Fair	33
19216	STC 1832	HIGH LINE CANAL	30	39.8	290	A Open, no restriction	Fair	12
19220	SMA 7711; ROSE RD	SNAKE R.;PORTERVILLE BR.	658	37	2500	A Open, no restriction	Fair	52
19230	STC 1833;ROSE ROAD	RIVERSIDE CANAL	25	44	2000	A Open, no restriction	Fair	51
19236	STC 1834; W 200 S	ABERDEEN SPRINGFIELD CNL	93	40	260	A Open, no restriction	Fair	30
19246	STC 1843; FIRTH RD	SNAKE RIVER;FIRTH BRIDGE	419	40	640	A Open, no restriction	Fair	19
19251	STC 1843; E 800 N	BLACKFOOT CANAL	51	50	2000	A Open, no restriction	Fair	16
19260	STC 1843	SAND CREEK	40	40	500	A Open, no restriction	Fair	40
19270	STC 1847; E 1250 N	GREAT WESTERN CANAL	23	61	2800	A Open, no restriction	Fair	63
19275	STC 1847; E 1250 N	SNAKE RIVER;W.SHELLEY BR	416	33	2800	A Open, no restriction	Fair	57
19280	STC 1847; FIR ROAD	GOVERNMENT CANAL	60	93.4	2800	A Open, no restriction	Fair	42
19291	STC 1850; RIVERTON	BLACKFOOT RIVER	74	37.4	110	A Open, no restriction	Fair	16
19295	SMA 7721; RIVERTON	BLACKFOOT RIVER OVERFLOW	78	29.6	390	A Open, no restriction	Fair	58
19305	STC 1851; TAYLOR	E.BR.SNAKE R.VALLEY CNL	20	47.9	1600	A Open, no restriction	Fair	34
19310	STC 1851; 1300 N	LITTLE SAND CREEK	42	36.1	1600	A Open, no restriction	Fair	54
19315	STC 1851; E 1300 N	SAND CREEK	30	47.9	1600	A Open, no restriction	Fair	34
19325	STC1853;SWEDEN HWY	SNAKE RIVER;N.SHELLEY BR	521	40.5	4800	A Open, no restriction	Fair	38
19336	STC 1879	WILLOW CREEK	34	40	70	A Open, no restriction	Fair	23
19340	STC 1888	SNAKE R.;FERRY BUTTE BR.	480	30.8	1000	A Open, no restriction	Fair	58
22265	WILLOW BEND; 1400W	ABERDEEN SPRINGFIELD CNL	83	27.9	240	A Open, no restriction	Fair	60

22276	STC1842;RISING RVR	ABERDEEN SPRINGFIELD CNL	75	40	500	A Open, no restriction	Fair	29
22281	STC1842;RISING RVR	PEOPLES CANAL	34	40	500	A Open, no restriction	Fair	29
22285	COUNTY ROAD	ABERDEEN SPRINGFIELD CNL	84	37	800	A Open, no restriction	Fair	44
22291	STC1842;RISING RVR	LAVASIDE CANAL	26	40	500	A Open, no restriction	Fair	29
22295	COUNTY ROAD	PEOPLES CANAL	42	37	800	A Open, no restriction	Fair	44
22300	BOND ROAD	PEOPLES CANAL	32	32.2	100	A Open, no restriction	Fair	44
22305	AIRPORT ROAD	HIGH LINE CANAL	37	28.2	200	A Open, no restriction	Fair	59
22310	PRESTO RD; E 500 N	RESERVATION CANAL	69	26.6	130	A Open, no restriction	Fair	38
22325	BOND ROAD	ABERDEEN SPRINGFIELD CNL	58	32	315	A Open, no restriction	Fair	40
22330	GOSHEN RD; E 800 N	IDAHO CANAL	26	28	200	A Open, no restriction	Fair	42
22340	HUNSNGR LP;W.2050S	HIGH LINE CANAL	34	30	95	A Open, no restriction	Fair	45
22345	CHRISTENSEN; 150 E	ABERDEEN SPRINGFIELD CNL	73	29.9	140	A Open, no restriction	Fair	49
22350	STC 1840;WOLVERINE	BLACKFOOT CANAL	37	27.9	440	A Open, no restriction	Fair	58
22355	PRESTO ROAD	SAND CREEK	37	20	130	A Open, no restriction	Fair	92
22365	STERLING NORTH RD	ABERDEEN SPRINGFIELD CNL	67	27.4	40	A Open, no restriction	Fair	40
22370	MONROE RD;E 1000 N	RESERVATION CANAL	22	18	100	A Open, no restriction	Fair	38
22375	COUNTRY CLUB	SNAKE RIVER VALLEY CANAL	34	34.1	300	A Open, no restriction	Fair	41
22385	JAMESTON RD;N1100E	LITTLE SAND CREEK	35	26.5	870	A Open, no restriction	Fair	62
22390	N 550 E;IDAHO ROAD	BLACKFOOT CANAL	52	28.5	300	A Open, no restriction	Fair	60
22393	KENNEDY LANE	BLACKFOOT CANAL	35	30	6	A Open, no restriction	Fair	54
22395	MOSER ROAD	HIGH LINE CANAL	38	30.2	100	A Open, no restriction	Fair	47
22400	ANDERSON ROAD	LOW LINE CANAL	54	30	100	A Open, no restriction	Fair	50
22410	800 EAST ROAD	SAND CREEK	54	29.9	150	A Open, no restriction	Fair	50
22420	E 700 N	IDAHO CANAL	25	34.1	95	A Open, no restriction	Fair	36
22425	HOMESTEAD ROAD	LOW LINE CANAL	31	26.5	200	A Open, no restriction	Fair	64
22431	LEMHI ROAD	ABERDEEN SPRINGFIELD CNL	81	44.5	740	A Open, no restriction	Fair	28
22435	S. LAVASIDE ROAD	ABERDEEN SPRINGFIELD CNL	40	24	100	A Open, no restriction	Fair	38
22440	GRANDVIEW ROAD	HIGH LINE CANAL	44	30	100	A Open, no restriction	Fair	51
22445	DESERT ROAD	LOW LINE CANAL	41	27	200	A Open, no restriction	Fair	60
22470	ARMY WAY	ABERDEEN SPRINGFIELD CNL	97	27.9	100	A Open, no restriction	Fair	59
22475	WORTHEN ROAD	DANSKIN CANAL	26	27.9	300	A Open, no restriction	Fair	57
22480	SMA 7531;GROVELAND	DANSKIN CANAL	34	47.9	2800	A Open, no restriction	Fair	41
22485	CLARK ROAD	ABERDEEN SPRINGFIELD CNL	75	29.9	420	A Open, no restriction	Fair	50
22490	PARK ROAD	LITTLE SAND CREEK	36	47.9	660	A Open, no restriction	Fair	44
22500	VAMBAUR ROAD	LOW LINE CANAL	46	28	100	A Open, no restriction	Fair	56
22505	2700 WEST ROAD	LOW LINE CANAL	27	30.3	95	A Open, no restriction	Fair	45
22515	EXPERIMENT ROAD	LOW LINE CANAL	39	26.5	200	A Open, no restriction	Fair	64
22520	FINGAL ROAD	LOW LINE CANAL	34	30	90	A Open, no restriction	Fair	54
22525	N 800 W; PERKS RD	PEOPLES CANAL	59	28	95	A Open, no restriction	Fair	56
22530	STC 1841	ABERDEEN SPRINGFIELD CNL	114	30	90	A Open, no restriction	Fair	53
22535	HOMESTEAD ROAD	HIGH LINE CANAL	29	34.1	270	A Open, no restriction	Fair	35
22555	RIVERTON RD; 300 S	BLACKFOOT RIVER	58	29.9	400	A Open, no restriction	Fair	48
22560	STC 1840;WOLVERINE	RESERVATION CANAL	42	28.3	440	A Open, no restriction	Fair	56
22565	BASELINE ROAD	LITTLE SAND CREEK	38	27	1200	A Open, no restriction	Fair	61
22570	SANDY ROAD	GIBSON CANAL	22	27	100	A Open, no restriction	Fair	70

22575	1000 SOUTH ROAD	LOW LINE CANAL	37	30.2	150	A Open, no restriction	Fair	50
22585	SLAUGH ROAD;S2750W	LOW LINE CANAL	31	30	100	A Open, no restriction	Fair	49
22596	STC 1821;BASELINE	W BR SNAKE RVR VLY CANAL	32	46	1900	A Open, no restriction	Fair	21
22605	CANYON ROAD	SNAKE RIVER VALLEY CANAL	36	32.2	420	A Open, no restriction	Fair	44
22615	FOUNDRY ROAD	LITTLE SAND CREEK	33	34.4	200	A Open, no restriction	Fair	41
22621	DEGUILLIO RD	ABERDEEN SPRINGFIELD CNL	92	32.7	100	A Open, no restriction	Fair	4
22625	HANSON ROAD	CEDAR POINT CANAL	27	30.7	400	A Open, no restriction	Fair	53
22630	1700 SOUTH ROAD	HIGH LINE CANAL	50	27.9	200	A Open, no restriction	Fair	60
22636	BASELINE RD;1200 N	GREAT WESTERN CANAL	22	39	190	A Open, no restriction	Fair	21
22650	FOUNDRY RD;E 1100N	E.BR.SNAKE R.VALLEY CNL	26	34.1	190	A Open, no restriction	Fair	57
22655	1300 SOUTH ROAD	LOW LINE CANAL	32	30	100	A Open, no restriction	Fair	52
22660	UNDERWOOD ROAD	HIGH LINE CANAL	40	32	100	A Open, no restriction	Fair	42
22670	SANDY ROAD	NORTH CANAL	43	22.2	200	A Open, no restriction	Fair	67
22690	FUNK ROAD	LOW LINE CANAL	39	26.5	200	A Open, no restriction	Fair	64
22710	WEEDING LANE	RESERVATION CANAL	40	34	200	A Open, no restriction	Fair	37
22720	JOHNSON RD; 200 W	PEOPLES CANAL	42	27.9	140	A Open, no restriction	Fair	55
22730	W 1500 S; VANDERFO	HIGH LINE CANAL	39	27	200	A Open, no restriction	Fair	58
22735	JOHNSON ROAD	ABERDEEN SPRINGFIELD CNL	68	30	150	A Open, no restriction	Fair	47
22741	1500 N WOODVILLE	GREAT WESTERN CANAL	28	40	120	A Open, no restriction	Fair	21
22745	S 2400 W; ANDERSON	HIGH LINE CANAL	78	30.3	100	A Open, no restriction	Fair	48
22755	UNDERWOOD ROAD	HIGH LINE CANAL	42	30	120	A Open, no restriction	Fair	52
22760	STC1821;SGR FCTORY	SAND CREEK	46	48	820	A Open, no restriction	Fair	41
22765	JUDGE RD; S 1800 W	ABERDEEN SPRINGFIELD CNL	86	28	100	A Open, no restriction	Fair	55
22770	HIGHLINE ROAD	SAND CREEK	42	30.5	200	A Open, no restriction	Fair	54
22775	PARK RD; S 5TH W	IDAHO CANAL	32	34	80	A Open, no restriction	Fair	40
22780	WASHINGTON ROAD	PEOPLES CANAL	42	29.9	200	A Open, no restriction	Fair	54
22785	MONROE RD; E 1000N	SAND CREEK	42	28.5	20	A Open, no restriction	Fair	60
22790	FOUNDRY ROAD	W.BR.SNAKE R.VALLEY CNL.	23	34.1	200	A Open, no restriction	Fair	39
22795	SHEEP TRAIL	ABERDEEN SPRINGFIELD CNL	106	27.9	200	A Open, no restriction	Fair	56
22800	WASHINGTON RD;300W	ABERDEEN SPRINGFIELD CNL	55	29.9	200	A Open, no restriction	Fair	55
22805	HIGHLINE ROAD	RESERVATION CANAL	42	32	500	A Open, no restriction	Fair	45
22815	BUTTE ROUND	LOW LINE CANAL	31	36	100	A Open, no restriction	Fair	87
22825	HILL ROAD	ABERDEEN SPRINGFIELD CNL	77	29.9	200	A Open, no restriction	Fair	54
22830	POWERLINE ROAD	HIGH LINE CANAL	47	28	90	A Open, no restriction	Fair	57
22835	400N;FIRTH WAPELLO	RESERVATION CANAL	63	29.9	190	A Open, no restriction	Fair	48
22840	1900 SOUTH ROAD	LOW LINE CANAL	56	26.5	200	A Open, no restriction	Fair	64
22851	STC 1840:WOLVERINE	IDAHO CANAL	41	40	270	A Open, no restriction	Fair	20
22855	MTN VIEW RD; 1100E	SAND CREEK	35	39.7	450	A Open, no restriction	Fair	41
22861	MCDONALD ROAD	ABERDEEN SPRINGFILED CNL	48	53.8	300	A Open, no restriction	Fair	18
22865	STC1837;W RIVER RD	ABERDEEN SPRINGFIELD CNL	57	25.9	1200	A Open, no restriction	Fair	41
22870	GAMBLE 2200 S	HIGH LINE CANAL	32	34	30	A Open, no restriction	Fair	35
22875	STC1837;W RIVER RD	PEOPLES CANAL	62	26.5	1200	A Open, no restriction	Fair	68
22880	W 1400 S; STRANG R	LOW LINE CANAL	36	28	250	A Open, no restriction	Fair	59
22885	2750 WEST ROAD	LOW LINE CANAL	24	28	200	A Open, no restriction	Fair	57
22890	FAIRVIEW ROAD	HIGH LINE CANAL	42	29.9	200	A Open, no restriction	Fair	51

22906	MCDONALDVILLE ROAD	PEOPLES CANAL	33	40	190	A Open, no restriction	Fair	23
22910	PARADISE ROAD	BLACKFOOT RIVER	78	30	30	A Open, no restriction	Fair	51
22920	BLACKFOOT ROAD	BLACKFOOT R. & TRAIL CR.	123	25.9	30	A Open, no restriction	Fair	37
22925	STC 1844;HOFF ROAD	ABERDEEN SPRINGFIELD CNL	92	40	1200	A Open, no restriction	Fair	32
22930	JAMESTON ROAD	SAND CREEK	38	32.2	870	A Open, no restriction	Fair	44
22935	KINGS RD; N 500 E	GREAT WESTERN CANAL	22	30	90	A Open, no restriction	Fair	46
22950	PARKLANE; E 1200 N	E.BR.SNAKE R.VALLEY CNL	24	32	1200	A Open, no restriction	Fair	45
22955	KIMBALL RD;N 400 E	W.BR.SNAKE R.VALLEY CNL	22	30	100	A Open, no restriction	Fair	43
22962	KIMBALL; N 400 E	W BR SNAKE R VALLEY CNL	23	32.3	100	A Open, no restriction	Fair	42
22965	KIMBALL RD;N 400 E	SAND CREEK CANAL	28	32	100	A Open, no restriction	Fair	43
22970	1000N-680E; MONROE	BLACKFOOT CANAL	30	17.8	100	A Open, no restriction	Fair	32
22975	BUTTE ROUND ROAD	DESERT DRAIN	22	32	150	A Open, no restriction	Fair	43
22985	SLOUGH ROAD	DESERT DRAIN	22	30	200	A Open, no restriction	Fair	45
22990	KENDELL RD;W1200S	HIGH LINE CANAL	52	25.9	100	A Open, no restriction	Fair	42
23005	FOUNDRY RD;E 1100N	RESERVATION CANAL	40	18	10	A Open, no restriction	Fair	35
23010	CNTRY CLUB; E1400N	CEDAR POINT CANAL	21	32.4	300	A Open, no restriction	Fair	45
23015	STRANG RD; 1400 S.	DESERT DRAIN	26	30.3	280	A Open, no restriction	Fair	49
23020	PARTRIDGE ROAD	LATERAL C CANAL	25	30	100	A Open, no restriction	Fair	49
23025	HIGHLINE ROAD	BLACKFOOT CANAL	36	29.9	400	A Open, no restriction	Fair	51
23030	W 50 S	ABERDEEN SPRINGFIELD CNL	111	34.3	80	A Open, no restriction	Fair	38
23035	SAND CREEK RD;900N	E.BR.SNAKE R.VALLEY CNL	22	29.9	100	A Open, no restriction	Fair	54
23040	WILSON ROAD	WATSON SLOUGH CANAL	22	30	235	A Open, no restriction	Fair	54
23050	ARMY WAY ROAD	PEOPLES CANAL	22	28	95	A Open, no restriction	Fair	59
23065	THOMAS ROAD	PEOPLES CANAL	34	32.2	360	A Open, no restriction	Fair	51
23117	SMA7611;W COLLINS	TREGO DITCH	40	32.8	2500	A Open, no restriction	Fair	72
23140	CHRISTENSEN; 150 E	PEOPLES CANAL	45	29.9	140	A Open, no restriction	Fair	49
23145	FAIRVIEW RD;S2900W	HIGH LINE CANAL	35	29.9	200	A Open, no restriction	Fair	47
23150	S. LAVASIDE ROAD	PEOPLES CANAL	50	26	95	A Open, no restriction	Fair	36
23156	LEMHI ROAD	PEOPLES CANAL	26	44.5	740	A Open, no restriction	Fair	28
23165	DESERT RD; W 1800S	HIGH LINE CANAL	39	27.9	200	A Open, no restriction	Fair	60

6.2.2. Small Bridges Under 20 Feet

Table 34 - Small Bridge/Culvert Data

ID #	Carries	Crosses Over	Length
559	Blackfoot River Rd	Wolverine Creek	13
560	Escott Rd (N 800 E)	East Branch Snake River Valley Canal	14
561	W 1600 S (Fingal)	Lateral V	14
562	Taylor Rd (S 800 W)	Crawford Ditch	12
565	Strong Rd (W 1400 S)	HLC LATERAL J	17
566	Wilson Rd (S 900 W)	Duncan Ditch	13
567	Wilson Rd (S 900 W)	Wearyrick Ditch	14
568	Riverside Rd (S 700 W)	Watson Slough	15.33
569	S Clark Rd (S 600 W)	Watson Slough	12
570	Vanderford Rd (W 1500 S)	ABSFC LATERAL J	16.2
571	W Taber Rd	DRAINAGE	12
572	Vanderford Rd (W 1500 S)	Lateral V	13
573	1st EAST (N 690 W)	Wearyrick Ditch	12
574	Gamble Rd (W 2200 S)	GAMBLE DRAIN	16
575	Edwards Rd	Danielson Creek	16
576	Thurston Rd (W 700 S)	ABSFC LATERAL C	14
577	Gamble Rd (W 2200 S)	GAMBLE DRAIN	20
578	Gamble Rd (W 2200 S)	GAMBLE DRAIN	20
579	Fairview Rd (S 2900 W)	GAMBLE DRAIN	15
580	Homestead Rd (W 2100 S)	DRAINAGE CHANNEL	17
581	BUTTE ROUND (S 2600 W)	LITTLE HOLE DRAW	19
582	Beach Rd (W 1800 S)	LITTLE HOLE DRAW	18
583	Desert Rd (W 1800 S)	LLC TOWNSITE LAT (Lateral W)	10
584	Desert Rd (W 1800 S)	RUNOFF CHANNEL	18
585	Desert Rd (W 1800 S)	RUNOFF CHANNEL	12
586	Powerline Rd (S 2800 W)	LITTLE HOLE DRAW	14
587	E Boat Dock Rd (W 1700 S)	LLC LATERAL V	10
588	Fingal Rd (W 1600 S)	DRAIN	19.5
589	FAIRVIEW (S 2900 W)	DESERT DRAIN	20
590	FAIRVIEW (S 2900 W)	DITCH	20
591	Vanderford Rd (W 1500 S)	DITCH	17
592	Grandview Rd (W 1000 S)	Lateral E	16
593	Cushan Rd (W 600 S)	ABSFC LATERAL C1	15
594	Parsons Rd (W 350 N)	Dubois Lateral	15.5
595	Hepworth Ln	Corbett Slough Canal	13
596	Utah Rd (N 500 E)	West Branch Snake River Valley (WBSRV) Canal	12
597	Sugar Factory Rd (N 900 E)	Monson Lateral	12
598	Stoddard Rd (N 950 E)	Allens Branch	19
599	Canyon Rd (E 1500 N or W 97th S)	Allens Branch	14
600	Diamond Dr (N 165 W)	Riverside Canal	16

601	Hancock Rd (N 100 E)	West Branch Blackfoot Canal	20
602	N Wicks Ln (N 200 E)	West Branch Blackfoot Canal	19.5
603	S Wapello Rd (E 350 N)	West Branch Blackfoot Canal	17
604	Pacific Rd (E 450 N)	West Branch Blackfoot Canal	18
605	Kennedy Ln (E 550 N)	Blackfoot Canal	33
606	Hansen Rd (N 100 W)	West Branch Blackfoot Canal	14
607	Cottonwood Ln	West Branch Blackfoot Canal	17.5
609	Cushman Rd (W 600 S)	ABSFC LATERAL C	15
610	Sand Creek Rd (E 900 N)	Cedar Point Canal	16.25
611	Goshen Rd (E 800 N)	Cedar Point Canal	11
614	Country Club Rd (E 1400 N)	Cedar Point Canal	19
615	Ruby Rd (W 265 N)	Riverside Canal	16.5
616	Baseline Rd (E 1200 N)	Cedar Point Canal	15
617	Monroe Rd (E 1000 N)	Cedar Point Canal	17.5
618	Tanner Ln (W 100 N)	Corbett Slough Canal	22
619	W Rich Ln	Corbett Slough Canal	17
620	Mitchell Rd (W 50 S)	Corbett Slough Canal	14
621	Riverbend Rd (S 1000 W)	Duncan Ditch	12
622	N Taylor Rd (N 800 W)	Danskin Canal	16
623	Riverside Rd (N 700 W)	Danskin Canal	18
624	Moreland Rd (N 740 W)	Danskin Canal	14.2
625	HOMESTEAD ROAD (W 2100 S)	DESERT DRAIN	16
626	Dean Sub Rd (S 3200 W)	DESERT DRAIN	16
627	Funk Rd (W 2000 S)	DESERT DRAIN	17
628	Ferry Butte Rd (W 475 S)	Peoples Canal	10
629	Escot Rd (N 800 E)	Christenson Lateral	13
630	Sand Creek Rd (E 900 N)	WB-SC OVERFLOW (Snake River Valley Canal)	14.5
631	Sand Creek Rd (E 900 N)	Monson Lateral	17
632	Goshen Rd (E 800 N)	Monson Lateral	11.5
633	Groveland Rd (N 400 W)	Augustine Ditch	12
635	Clinger Rd (E 1450 N)	Allens Branch	11
636	Foundry Rd (E 1100N)	Jones Ditch	14
637	Bond Rd	unknown ditch	11.5
639	Wareing Rd (W 400 N)	unknown ditch	13
642	Riverside Rd (N 700 W)	Southtown Ditch	12
643	S Thompson Ln	Eastern Idaho Slough (Blackfoot Slough)	18
644	N Wicks Ln (N 200 E)	Eastern Idaho Slough (Blackfoot Slough)	18.25
645	Goshen Rd (E 800 N)	East Branch Snake River Valley Canal (EBSRVC)	15.67
646	Highline Rd (E 700 N)	East Branch Snake River Valley Canal (EBSRVC)	16.5
647	Monroe Rd (E 1000 N)	East Branch Snake River Canal (EBSRVC)	16
648	Sugar Factory Rd (N 900 E)	East Branch Snake River Canal (EBSRVC)	14
649	Stolworthy Rd (E 1000 N)	Great Western Canal	15.5
650	Riverview School Rd (E 850 N)	Great Western Canal	10.51
651	Riverview School Rd (E 850 N)	Great Western Canal	10.51
652	McDonaldville Rd (N 400 W)	Highline Ditch	10

653	Goshen Rd (E 800 N)	Highline Ditch	12
654	Greenfields Rd (E 1165 N)	Highline Canal	16
655	Presto Rd (E 450 N)	Idaho Canal (Jensen Lateral)	17
656	Butte Rd (N 1000 E)	Idaho Canal (Jensen Lateral)	19
657	Weeding Ln (E 200 N)	Sand Creek	13
658	Firth Rd (N 600 E)	Eastern Idaho Slough (Blackfoot Slough)	17
659	N Wicks Ln	Divide Ditch	13.5
660	Weeding Ln (E 200 N)	Divide Ditch	10
661	Sandhill Rd (E 300 N)	West Branch Snake River Valley (WBSRV) CANAL	15
662	Kings Rd (N 500 E)	Steel Lateral	15.67
664	Groveland Rd (W 350 N)	New Lavaside Ditch	13.25
665	Wareing Rd (W 400 N)	New Lavaside Ditch	16.5
666	Christensen Ln (N 150 E)	New Lavaside Ditch	20
667	E River Rd (N 100 E)	New Lavaside Ditch	18
668	Azalea Ln (N 15 W)	New Lavaside Ditch	18
669	Lambert Rd	New Lavaside Ditch	15.75
670	Pioneer Rd (W 100 N)	Lindsey Lateral	12
671	Cromwell Ln	OVERFLOW DITCH	20
672	Sheeptrail Rd (W 400 S)	Peoples Canal	18
673	W 170 N	Riverside Canal	16
674	Yancey St (W 150 N)	Riverside Canal	16
675	Johnson Rd (N 200 W)	Riverside Canal	18
676	Washington Rd (N 300 W)	Riverside Canal	13.5
677	Porterville Rd (W 200 N)	Riverside Canal	14
678	W 160 N	Riverside Canal	14
679	Rose Rd (N 150 W)	RIVERSIDE OVERFLOW	11.5
680	Worthen Rd (N 350 W)	Trego Ditch	19
681	Groveland R (N 400 W)	Trego Ditch	14.2
682	Hahn Rd (W 200 S)	Watson Slough	18
683	Smullin Rd (W 250 S)	Watson Slough	18
684	Seefried Ln	Corbett Slough Canal	20
685	Wapello Rd (E 400 N)	West Branch Snake River Valley Canal (WBSRVC)	14.5
686	Atlantic Rd (E 500 N)	West Branch Snake River Valley Canal (WBSRVC)	18.5
687	Escot Rd (N 800 E)	West Branch Snake River Valley Canal (WBSRVC)	19
688	Sand Creek Rd (E 900 N)	West Branch Snake River Valley Canal (WBSRVC)	18
689	Goshen Rd (E 800 N)	West Branch Snake River Valley Canal (WBSRVC)	14
691	Monroe Rd (E 1000 N)	West Branch Snake River Valley Canal (WBSRVC)	20
692	Idaho Rd (N 550 E)	West Branch Snake River Valley Canal (WBSRVC)	14.8
693	Clark Rd (N 600 W)	Wearyrick Ditch	16
694	Trego Rd (N 550 W)	Wearyrick Ditch	17.35
696	Thomas Rd	Duncan Ditch	12

6.3. Appendix C: Crash Data

Table 35 - "Fatal" and "A Injury" Crash Data

Serial Number	Severity	Year	Intersection Related	Reference Street	First Contribution	Events
14C367877	A	2014	FALSE	300 South Rd	Failed to Maintain Lane	Ran Off Road, Loss of Control, Overturn,
14C368789	Fatal	2014	FALSE	Lincoln Creek Rd	Alcohol Impaired	Loss of Control, Overturn,
14C369319	Fatal	2014	FALSE	150 West Rd	Failed to Maintain Lane	Ran Off Road, Overturn, Loss of Control,
14C370852	A	2014	FALSE	1500 South Rd	Speed Too Fast For Conditions	Loss of Control, Ran Off Road, Ditch,
14C370927	A	2014	FALSE	200 North Rd	Overcorrected	Ran Off Road, Came Back on Road, Ran Off Road, Overturn, Drove Left of Center,
14C373244	A	2014	FALSE	700 West Rd	Inattention	Drove Left of Center, Ran Off Road, Fence,
14C373755	A	2014	TRUE	0	Inattention	Angle,
14C377649	Fatal	2014	FALSE	2400 West Rd	Inattention	Cargo Loss/Shift, Drove Left of Center,
14C377672	A	2014	TRUE	0	Alcohol Impaired	Drove Left of Center, Loss of Control, Ran Off Road, Overturn,
14C381819	A	2014	FALSE	700 North Rd	Inattention	Loss of Control, Ran Off Road, Overturn,
14C381877	A	2014	FALSE	1800 South Rd	Inattention	Ran Off Road, Overturn,
14C382706	A	2014	FALSE	350 North Rd	Overcorrected	Ran Off Road, Ditch,
14C383393	Fatal	2014	FALSE	Paradise Rd	Overcorrected	Loss of Control, Overturn, Ran Off Road,
14C385761	A	2014	TRUE	0	Improper Overtaking	Ran Off Road, Fence,
14C385912	A	2014	FALSE	Ariwite Rd	Speed Too Fast For Conditions	Loss of Control, Ran Off Road, Fence, Utility/Light Support, Fence, Overturn,
14C387340	Fatal	2014	TRUE	0	Inattention	Railroad Train,
15C393642	A	2015	TRUE	0	Failed to Obey Stop Sign	Building/Wall, Ran Off Road,
15C398329	Fatal	2015	FALSE	US 91	Alcohol Impaired	Drove Left of Center, Ran Off Road, Loss of Control, Embankment, Overturn,
15C399308	Fatal	2015	TRUE	0	Alcohol Impaired	Ran Off Road, Overturn,
15C399814	A	2015	FALSE	325 West Rd	Alcohol Impaired	Drove Left of Center, Loss of Control, Ran Off Road, Fence, Overturn,
15C400564	A	2015	TRUE	0	Failed to Obey Stop Sign	Overturn, Ran Off Road,
15C408045	A	2015	FALSE	Azalea Ln	Alcohol Impaired	Vehicle Equipment Failure (Blown Tire/Br, Loss of Control, Ran Off Road, Overturn,
15C411663	Fatal	2015	FALSE	1200 West Rd	Failed to Maintain Lane	Ran Off Road, Other Post, Pole or Support, Fence, Overturn,
15C418254	Fatal	2015	FALSE	1100 East Rd	Other	0
16C426428	A	2016	FALSE	900 West Rd	Inattention	Ran Off Road, Utility/Light Support,
16C427765	Fatal	2016	FALSE	200 North Rd	Other	Loss of Control, Overturn,
16C431119	A	2016	FALSE	Hoff Rd	None	Angle Turning,
16C440158	A	2016	FALSE	Taylor Mountain Rd	Overcorrected	Overturn, Loss of Control,
16C445496	A	2016	FALSE	100 North Rd	Speed Too Fast For Conditions	Loss of Control, Drove Left of Center, Side Swipe Opposite,
17C447796	A	2017	TRUE	0	None	Angle,
17C457021	A	2017	FALSE	Little Indian Rd	Alcohol Impaired	Ran Off Road, Came Back on Road, Ran Off Road, Overturn,
17C462629	A	2017	TRUE	0	Alcohol Impaired	Loss of Control, Ran Off Road, Tree,
17C467487	A	2017	FALSE	350 North Rd	Drug Impaired	Loss of Control, Overturn,
17C467557	A	2017	TRUE	0	Failed to Yield	0
17C474969	Fatal	2017	FALSE	Ross Fork Rd	Failed to Maintain Lane	Drove Left of Center, Side Swipe Opposite,
18C480262	A	2018	FALSE	97th South Rd	Drove Left of Center	Other Fixed Object,
18C483142	A	2018	FALSE	900 North Rd	Failed to Maintain Lane	Ran Off Road, Overturn, Embankment, Overturn, Other Post, Pole or Support, Utility/Light Support,
18C486470	Fatal	2018	TRUE	0	Drove Left of Center	Ran Off Road, Traffic Sign Support, Fence, Fence, Embankment, Loss of Control, Overturn,
18C486972	A	2018	TRUE	0	Improper Overtaking	Drove Left of Center, Head-On, Utility/Light Support,
18C490290	Fatal	2018	TRUE	0	Improper Overtaking	Drove Left of Center, Loss of Control, Other Post, Pole or Support, Other Fixed Object, Same Direction Turning, Fence,
18C495630	A	2018	FALSE	550 West Rd	Alcohol Impaired	Loss of Control, Ran Off Road, Overturn, Fence,

18C496648	A	2018	TRUE	0	Failed to Obey Stop Sign	Ran Off Road, Loss of Control, Tree,
18C497807	A	2018	FALSE	1100 North Rd	Distracted IN or ON Vehicle	Ran Off Road, Utility/Light Support, Came Back on Road, Loss of Control, Ran Off Road, Ditch, Overturn,
18C500997	A	2018	TRUE	0	Vision Obstruction	Ran Off Road, Ditch,
18C502541	Fatal	2018	FALSE	Paradise Rd	Failed to Maintain Lane	Loss of Control, Ran Off Road, Other, Overturn, Embankment,
18C502903	A	2018	FALSE	950 West Rd	Failed to Maintain Lane	Loss of Control, Ran Off Road, Overturn, Fence, Utility/Light Support, Other Fixed Object,
18C503314	A	2018	FALSE	950th East Rd	None	Loss of Control, Overturn,
18C504900	A	2018	TRUE	0	Alcohol Impaired	Embankment, Ran Off Road, Ditch,
18C505847	A	2018	TRUE	0	Speed Too Fast For Conditions	Tree,